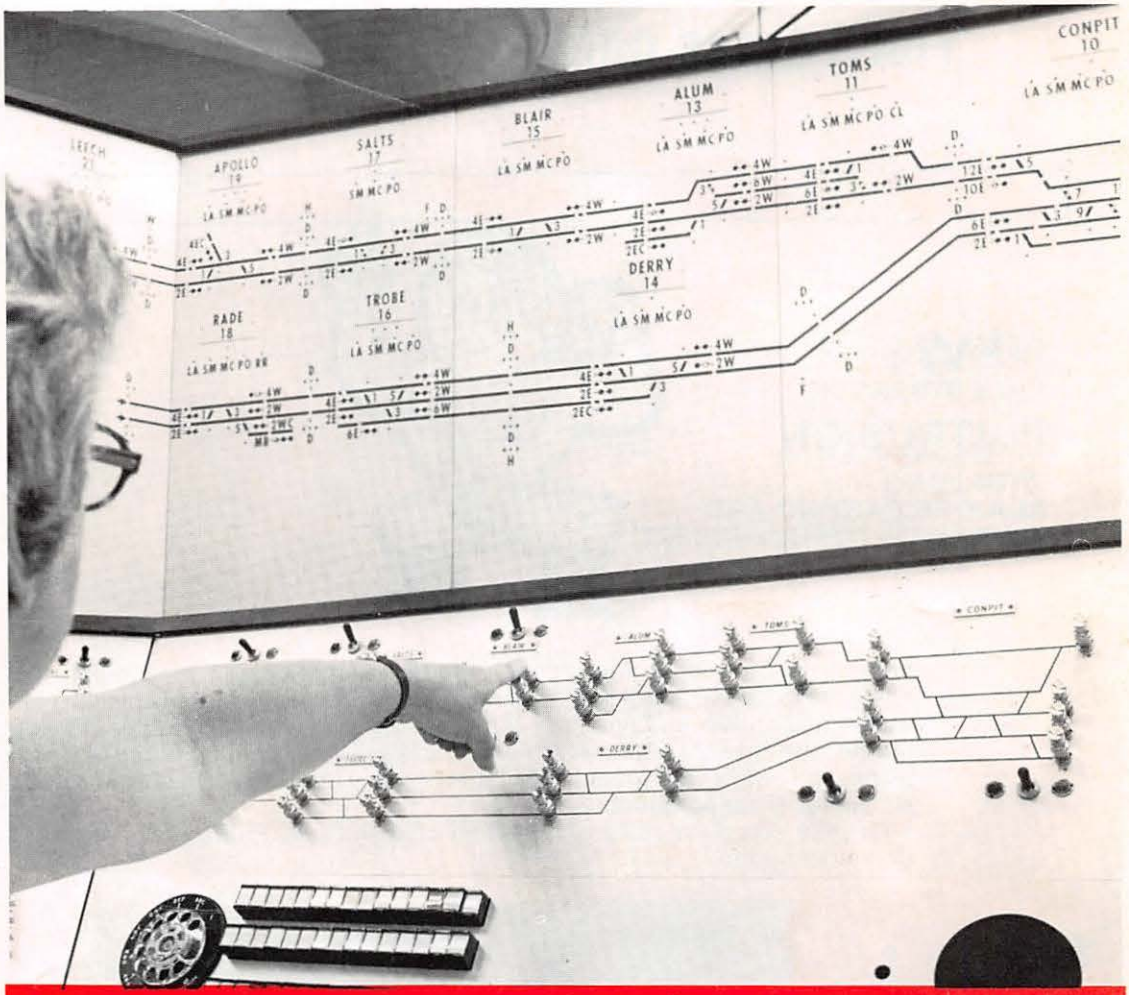
The SIGNALMAN'S Journal



Pittsburgh centralized traffic control project continues under ConRail

APRIL 1976

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our 75th Anniversary

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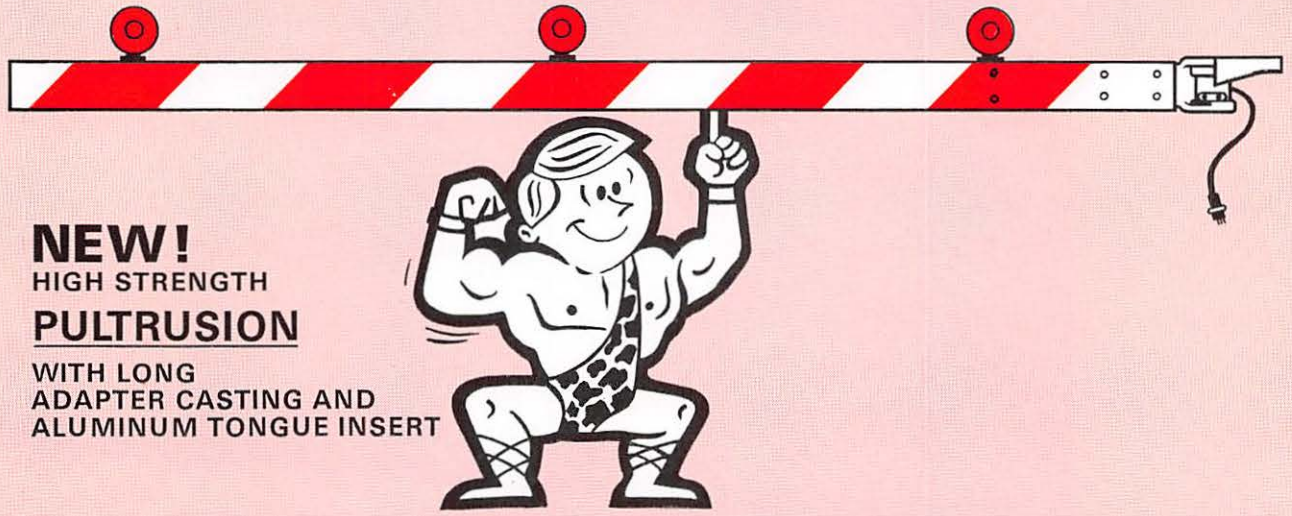

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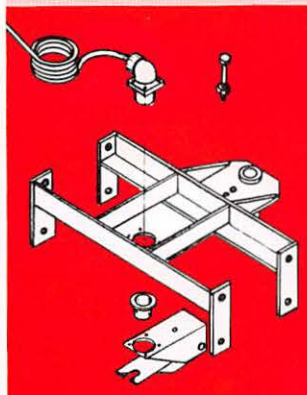

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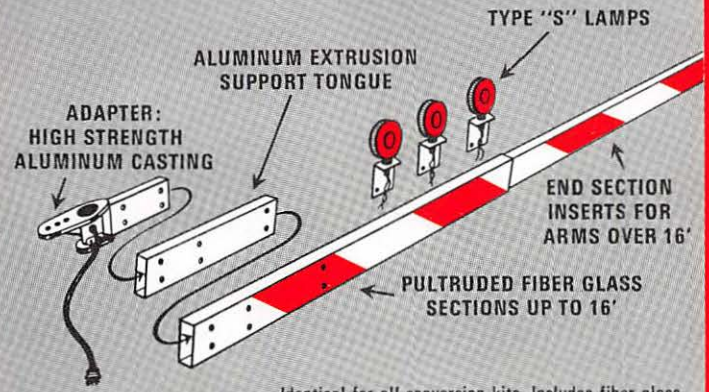
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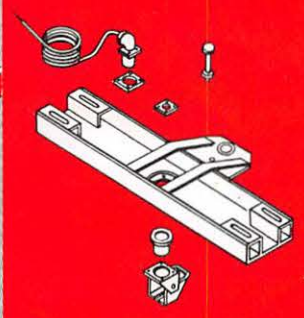

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Volume 57, Number 3 April 1976

Robert W. McKNIGHT
Editor & Manager

601 West Golf Road
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312-439-3732

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The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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COVER: The Pittsburgh, Pennsylvania area centralized traffic control project covers about 150 miles of the Main Line and the Conemaugh Line of the former Penn Central. Traffic is upwards of 65 freight trains, 4 passenger and 4 mail trains daily. Installation work is continuing under ConRail and is progressing nicely.

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Chamberlain's Message

This year the Brotherhood of Railroad Signalmen is celebrating its 75th anniversary. Our organization was founded in 1901 and after 75 years of existence we find that tremendous progress has been made in behalf of our membership in wages, working conditions, retirement, unemployment, sickness and fringe benefits.

Despite all of our progress, which has been substantial throughout the years, there are still many areas for improvement. In my judgment, the number one issue is the need for reducing the work load and the excessive overtime that a vast majority of our members are subjected to. The lengthening of signal maintenance territories and the additional signal equipment being added every day makes it virtually impossible for a Signal Maintainer to properly fulfill his assignment as he should if he is to conform to proper tests and inspections required by law, as well as maintain in accordance with appropriate maintenance standards.

These factors, coupled with the generally less than satisfactory physical condition of signal systems and devices and track conditions on many railroads, have placed a tremendous burden on signal employes. We think it is time for the railroad industry to take corrective action and increase their signal and communication forces substantially so that the high standards of maintaining, which were the rule not the exception years ago, are met.

This can only be accomplished by more employes. The number of existing employes can no longer be expected to physically stand the punishment, the fatigue and the frustration they are daily subjected to on a 24-hour basis in order to keep their signal maintenance territories going. At best, in many cases, it can be appropriately referred to as the "band-aid" approach to maintaining signals.

We frequently hear from some industry officials that they are making every effort to hire, but they cannot attract any employes. We immediately ask what those efforts are and generally find that they are nothing more than conversation, as no evidence is ever produced to show that ads have been placed in newspapers —no evidence is ever produced to show that high school students in industry, technology, electronic classes or other skilled courses are contacted to encourage the graduates to become railroad employes.

There is a large pool of good talent with real potential to become career railroad employes that could be attracted to the industry if they were approached.

If this industry is to be rebuilt, and it must be, the top officials in the signal and communication departments must take steps to hire more employes promptly and initiate training programs, thereby increasing their pool of skilled employes.

In the meantime, our Brotherhood will soon initiate efforts on the legislative front to place signal employes under the Hours of Service Act, as unquestionably our members can no longer be expected to stand the physical pressure of working day and night, the hazardous exposure to the elements, under most trying and extenuating circumstances, generally alone, in their attempt to keep the signal systems operating safely.

Operating employes, dispatchers and others, who like signalmen are subjected to physical and mental pressures of their respective assignments, are presently covered by the Hours of Service Act. There is no valid reason for the exclusion of signal employes, as the physical and mental demands placed on them in the performance of their regular signal maintenance duties are equal to or greater than those of any craft in the industry.

The 1973 Convention of the Brotherhood of Railroad Signalmen reaffirmed its mandate to Grand Lodge to accomplish this objective in the interest of the safety, health and welfare of signal employes and their families.

We respectfully request the industry to work with us in securing the passage of this much needed, long overdue legislation. It can only serve to the benefit of all concerned as unquestionably it will increase productivity and improve safety for railroad employes and the general public.

We are on the threshold of a new era in railroading and it behooves all of us in the industry to recognize that changes are inevitable and must be made. We must adapt ourselves to the needs of today and act accordingly.

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News

BofRS President C. J. Chamberlain shakes hands with Department of Transportation Secretary William T. Coleman at a White House reception following the signing of the Railroad Revitalization and Regulatory Reform Act of 1976 by President Gerald R. Ford (next to Coleman).

ICC will investigate railroad holding companies

The Interstate Commerce Commission will begin a study of conglomerate corporations which now own or control railroads. The study is to determine what effects if any these conglomerate or holding type operations have on the railroads and their ability to provide a transportation service and to make a profit.

Railroads that are to be studied include the following: Santa Fe, Chessie System, Bangor and Aroostook, Boston & Maine, Milwaukee Road, Denver & Rio Grande Western, Illinois Central Gulf, Kansas City Southern, Missouri-Kansas-Texas, Missouri Pacific, Penn Central, Seaboard Coast Line, Southern Pacific, Union Pacific, and Western Pacific.

Specifically, the following issues are to be investigated:

1. What effect has the formation of diversified holding companies had on railroad revenue-generating assets and/or competitive strength?

a. To what extent have assets been transferred between the railroad operating companies and their controlling holding companies, affiliates and subsidiaries?

b. What was (were) the objective(s) in transferring the assets?

c. What is (was) the nature of any other transactions and contractual relationships between the railroad operating companies and their controlling holding companies, affiliates and subsidiaries?

d. What costs/benefits accrued to the railroads, holding companies, affiliates, shippers, and the general public as a result of the transfer?

2. What effect have holding company and other conglomerate structures had on the railroads in terms of: (a) financing practices, including the influence of banks and other financial institutions; (b) financial condition; (c) level of maintenance and capital improvements; (d) level of service; (e) intermodal competition; (f) other costs/benefits to stockholders, creditors, shippers, and receivers; and (g) capabilities of railroad management.

3. What effects have conglomerate formations had on the ICC's ability to regulate the railroads?

Train travel can be a delightful experience

A new "Travel by Train" book printed by Rand McNally & Co. features descriptions and pictures of major Amtrak routes such as traversed by the Broadway Limited, the Empire Builder, the San Joaquin Valley, and even includes non-Amtrak routes covered by the Southern Railway and the Denver & Rio Grande Western. The material also describes travel in Canada and Mexico as well as list of cities served by passenger trains.

This Rand McNally guide to "Travel by Train" authored by Edward J. Wojtas, formerly public relations representative for the Rock Island and now editor of Amtrak employe publications, is available from bookstores at $1.95 or from Rand McNally & Company, P. O. Box 7600, Chicago, IL 60680.

Mr. Wojtas' "Travel by Train Guide" clearly explains types of train travel, types of trains and cars, and what you can expect from each of the different personnel such as the conductor, service director, passenger service representative, sleeping car attendant, and others. And he describes various types of train services, such as where and how to purchase tickets, handling luggage and pets, on board dining, group travel, etc.

B of RS to hold regional meeting in St. Paul, MN

A regional meeting of the Brotherhood of Railroad Signalmen will be held Saturday, June 5, 1976 at the Radisson-St. Paul hotel, 11 E. Kellogg Blvd., in St. Paul, Minn. The meeting will start at 9:00 a.m. CDT. A social hour and buffet lunch will follow at 12:30 p.m.

Signalmen got 3% raise in wages effective April 1

As part of the 1975 agreement, Signalmen along with other rail union workers received a 3% increase in wages, as of April 1, 1976. This was no April Fool's joke. It was the second raise this year. The first was a 12¢ cost-of-living adjustment that was effective January 1, 1976. The next cost-of-living adjustment will be 12¢, and will come July 1, 1976.

Signalmen to dedicate headquarters building

On May 14, 1976, the Brotherhood of Railroad Signalmen will officially dedicate its new international headquarters building at 601 West Golf Road, Mt. Prospect, IL. A brief ceremony will be held at the front entrance of the

building at 2:00 p.m., followed by an open house until 5:00 p.m.

"If you have not already seen our building this would be a good opportunity for you to visit our new headquarters and meet your Grand Lodge Officers and staff. All of our members are cordially invited to be present at this very momentous occasion," says C. J. Chamberlain, president.

The building is on Illinois State Route 58 about 1,000 ft. west of Illinois State Route 83.

Wedding Anniversary

To the Editor:

Mr. and Mrs. John Hartman recently celebrated their fifty-eighth wedding anniversary with their three children, ten grandchildren and ten great grandchildren. Brother Hartman retired as the Cheyenne, WY maintainer in 1962.

They were married on August 29, 1917, in the church of the Sacred Heart, in Laurence, NE. He started as a helper in June 1925 and later was the maintainer at Fort Steele, on the North Platte River.

One son, Lee, is now assistant signal supervisor in Cheyenne, after gang work as a young man and service in the Air Force, during World War II.

Local 8 Brothers extend to an esteemed couple of warmest regards and gratitude for the beautiful quilt of memory, laced with friendship and Brotherhood, and pieced by many hands on the loom of the years.

Hugh P. Irvin
Retired Signalman
Rock Springs, WY.

"Don't eat so much," said the father to his son. "You'll make a pig of yourself. Do you know what a pig is?"

"Yes, Daddy," replied the boy, "it's a hog's little boy."

---

our 75th Anniversary

The April 1920 issue of *The Signalman's Journal* reported that Daniel Webster Helt, President of the Brotherhood of Railway Signalmen of America had been appointed to represent the organization on "a bi-partisan board for the purpose of attempting by conference to agree upon a solution of this wage problem." The wage problem had not been settled while the railroads were under government control.

The Transportation Act of 1920 had, in effect, returned the control back to their owners, but did provide in Section 301 for the bi-partisan board to come up with solutions to wages and working conditions asked for by the railway unions. Wage and working condition demands had been instituted during the time of federal controls.

President Woodrow Wilson had urged both railway managements and labor to participate in the bi-partisan board.

Effective Feb. 1, 1920, signalmen and signal maintainers would be paid 68¢ per hour. This was under Supplement No. 28 to General Order No. 27 issued by Walker D. Hines, Director General of the Railroads. Wage rates for employes classified as helper apprentices were to be paid 49¢ per hour with 6 months service up to 63¢ per hour with 4 years of service.

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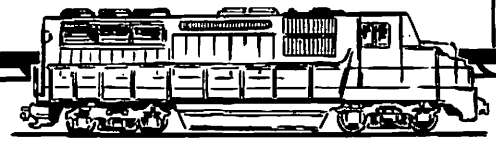
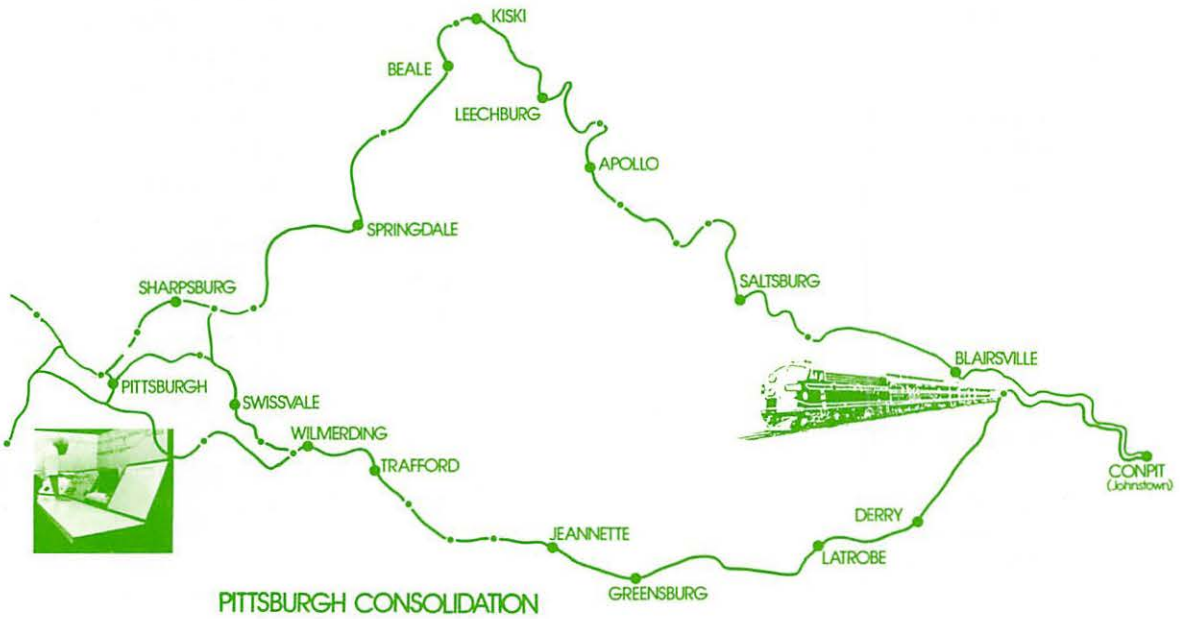




The 150 miles of mainlines are controlled from one control machine in the Pittsburgh, Pa. station (see front cover). The $4.1 million project is anticipated to provide savings of about $1.3 million annually.

Computer aids 150-mile ctc

Signalmen working on the former Penn Central lines in the Pittsburgh, Pa. area are maintaining what has been called "the largest computer-aided railroad traffic control system in the United States." The system consists of the centralizing of the control of 32 interlockings on the lines of the former PC between Pittsburgh and Johnstown.

All told, some 150 miles of mainlines are involved. There is a mainline from Pittsburgh east to Johnstown, which contains many grades and curves. A lower grade line runs from Pittsburgh northeast to Kiski Jct., thence eastward to Johnstown. These two lines meet at Conpit Jct., or JD, just west of Johnstown. Traffic over the lines is about 345 million gross tons over the Pittsburgh mainline and 170 million gross tons over the Conemaugh line via Kiski Jct. Traffic counts during 1974 showed that upwards of 75 trains ran over the Pittsburgh mains and 38 trains over the Conemaugh.

Before the new ctc project was begun, both mains consisted of three and four-track sections with signaling for one-direction running, with some exceptions. These exceptions included short portions of double track with reversible signaling and an occasional third track with reverse signaling. Trains ran on signal indications with the controls being handled at 32 interlockings. Automatic block signaling prevailed between interlockings with traffic locking between plants. Dispatchers at Pittsburgh and Altoona directed overall train movements. Cab signaling was in service over both lines, and on some portions there were no wayside signals, and cab signals provided aspects to the engineers.

Now, control is from a central console in the Pittsburgh passenger station. Here, the operator manipulates a push-button, route-type control machine. A large display panel provides him with a view of the entire 150-miles of line including all controlled switches and signals. A digital computer provides the logic and memory functions and a high-speed code system provides the transmission link between the control center and the field locations.

Changes were also made in the field. Some 62

miles of track were retired, the remaining double-track was provided with reversible signaling for train movements in either direction. Essentially, there are now two double-track mains between Pittsburgh and Johnstown. Thus trains can be operated between these two points in either direction on any of the four tracks.

Signaling remains the position-light type with automatic signals being approach lighted and interlocking signals are continuously lighted. In some locations, automatic signals are mounted back-to-back with the resultant savings in construction costs. Thus, left-hand signals are found in these locations. A new aspect has been added, namely to provide for "limited speed" where a diverging move is made over a No. 20 crossover. To provide this aspect, the aspect on the lower arm of the signal is flashed 45 times per minute. Heretofore, the former Pennsylvania provided a yellow triangular metal marker plate to indicate that the top arm aspect called for limited speed. Especially at night, these markers were often difficult to see. Now the engineer will be able to see the limited speed aspect when he first sees the signal—in other words, he has a better preview of the limited speed aspect with the use of the flashing aspect.

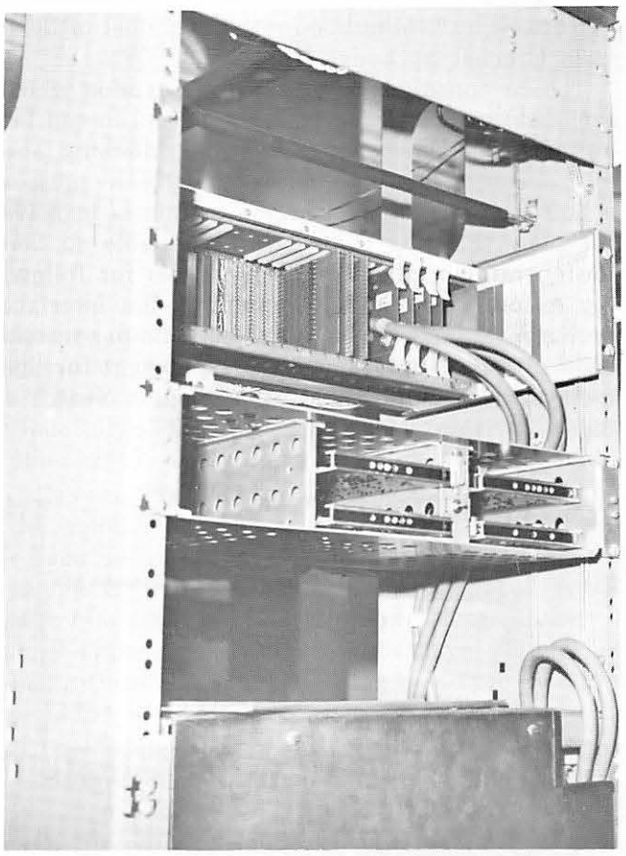
Track circuits are the reversible coded type with the 100 Hz cab signal energy superimposed. Audio frequency overlay track circuits have been installed to provide the required directional controls at highway grade crossings, as now all tracks have reversible running.

Where new interlockings were installed, metal bungalows were placed to provide housing for the controls, field application units, etc. Where changes were made at existing interlockings, metal bungalows were installed to house control equipment, because the old towers will be removed.

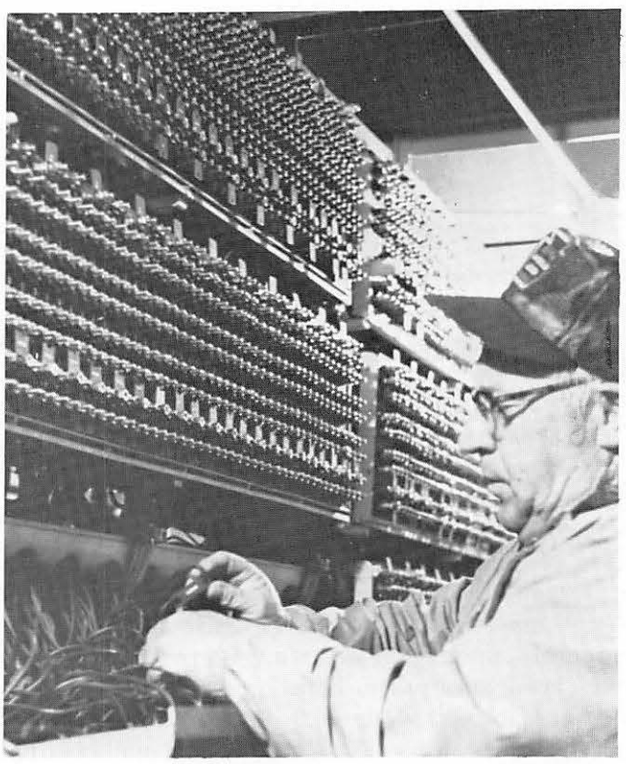
Time locking will be used instead of approach locking because it will save the need for approach relay control circuits. PC engineers feel that safety will be maintained, and that time locking will eliminate one more circuit that might have been susceptible to malfunction because of damage to cable or open wire lines. Vandalism is a factor to be considered in this area, and hunters have been known to use the aerial cable for target practice.

Signal lighting is ac with standby off batteries on floating charge. Track circuits are fed rectified ac with batteries on floating charge for standby service. Cab signal energy is fed from approach energized inverters or tuned alternators. Series approach track relays are used to control the supply of cab signal energy to the track ahead of an approaching train. Wayside circuits are arranged to cut off the 100 Hz cab signal energy as soon as the locomotive passes into the section in advance.

Work on this Pittsburgh area ctc project was



Solid-state elements are used not only in the transmission system, but for interface equipment between the control console and the computer.



Carl O. Waibel, communication & signal inspector, ConRail (formerly Penn Central) works at an instrument panel at JD, west of Conpit (Johnstown). Brother Waibel is a member of Greensburg Lodge No. 62.

between labor and management.

But—consideration of changes in rules has to move back up to the front burner.

The last time there was a major rules case, a few things got settled. A lot more were held over, put before a standing committee—which hasn't man-

change will have to come. The experience of other major industries seems to say the same thing.

I suspect the Clerks organization should be commended for being out on the point in this, in being the first to reach an agreement looking toward improving opportunity for minorities and women.

performed by Brotherhood members, most of them from Greensburg Lodge No. 62.

The ctc console is of the UR route type in which the operator presses an entrance button to call for all possible routes through an interlocking and after selecting the route that is available, he presses a button at the signal where the train is to leave the plant. Floating controls are available so that

Labor and management are working

there will be glad to assist you in understanding how work and earnings affect your annuity. If you are subject to the earnings limitations and earn over $2,760 in 1976, you must report your earnings to the Board. The Board's district office personnel will also assist you in completing your earnings report.

Beware of get-rich quick advertising

By Sidney Margolius

Ever wonder what all those "business opportunity" and "make big money" classified ads really aim to sell you? Could you, too, earn $25,000, $50,000, even $100,000 a year?

At the behest of a reader we wondered, too. What we learned recently from answering dozens of such ads is that they usually are come-ons for expensive books, franchises and distributorships.

Especially startling is the persistence and variety of distributorship promotions even after such widespread fiascos as those of Glenn Turner with his Koscot cosmetics and "Dare to Be Great" investment schemes. The second-generation promotions currently operating or recently exposed by the authorities often involve stereo tapes, auto and electrical products, battery additives, and motivational courses.

The motivational courses are an especially ironic promotion in which moderate-income or unemployed people try to sell each other recorded lectures on how to be successful. In one example, California Attorney General Evelle Younger recently got the so-called Personnel Institute to agree not to make "misleading statements" to induce investors to put out $3,480 to become "regional directors." Younger said the firm led investors to believe they would earn substantial sums by selling the courses and getting others to invest.

The Federal Trade Commission (FTC) got a consent order barring Consolidated International Tool & Oil, Inc. and Globe Marketing & Services, Inc., from using false earnings claims to sell distributorships for auto and electrical products, recording tapes and other products. The complaint said these firms had advertised such claims as "$800 per month part-time, $2,000 per month full time."

Wholesalers of DynaGlaze and Astrashield auto polish also have been prohibited from claims that salesmen can expect to earn $50,000 a year, and that these polishes will "protect and beautify an auto finish for years."

One of the most-persistent promoters recently drew one of the longest prison sentences on record for mail fraud. Archie K. Babson got 25 years for perpetrating various schemes. In the latest, he sold investments in a plan to place racks for distribution of travel-guide advertising material. Investors were promised incomes of $150 to $2,000 a week. One woman took out a second mortgage on her home to invest $11,900.

Previously Babson had been convicted of mail fraud in connection with his promotion of United Jets School. It sold correspondence courses purportedly to train technicians and mechanics for the jet aircraft industry.

The losses to would-be small investors in the many distributorship promotions of recent years ran into hundreds of millions of dollars. Federal and some state authorities were slow to stop these raids even after newspaper expenses. The FTC recently admitted that "it is regrettably clear that responsible authorities, including this Commission, have acted far too slowly to protect consumers from the manipulations of respondents and others like them."

The Koscot promotion and Glenn Turner's "Dare to Be Great" motivational courses alone took $44 million from consumers. The human toll was staggering: money borrowed, jobs quit, homes mortgaged and even bankruptcy "for some who dared to be great." Koscot now is in bankruptcy reorganization, and Turner and his partners claim to be broke. So there's little hope for restitution to the innocent investors, the FTC reports.

The FTC, as well as the publications that accept classified ads without checking, also could do some breast-beating about the nature of many "Business Opportunities" ads. One promising a free book on "900 Successful, Little One-Man Businesses" turned out to be a pitch for a $15 book also sold by several other purported business "counselors."

Part-time inventors should note a complaint by the FTC alleging deceptive acts by Idea Research and Development, Inc., of Texas. The FTC says that few, if any, of the firm's clients have their ideas or inventions evaluated by qualified persons, or get legal protection, or have their ideas produced. A proposed order would bar the firm from accepting compensation except as a percentage of royalties. The charge is that the firm induced clients to pay fees of $750 to $1,200 for "virtually worthless" contracts.

One of the most active promoters operates both a "busi-

Gus Welty

ployees and the stockholders. I suppose when you talk of legislation you would think first of the joint approach to restructuring Railroad Retirement and remodeling Railroad Unemployment Insurance. Those agreements were important. But we should also think of joint efforts in behalf of the legislation that came out of the mess in the Northeast, and in behalf of several proposals for the broader good of the industry—and, of course, or more-or-less defensive efforts on coal-slurry pipelines and on Locks and Dam 26.

Now, to get a little more specific, in thinking about the current wage-benefit agrreement, covering 1975, '76 and '77. It is, I suspect, not a bad agreement—if for no other reason except that labor knows what it's going to get and management knows what it's going to have to come up with.

That current agreement runs three years. It took a year to complete, and that year is gone. In the third year, there's going to be all that work devoted to setting up the next agreement. So, that leaves the middle year, 1976, when nothing much will be happening.

You think so? Don't. Don't figure 1976 that way. A lot should be going on—because it almost has to.

What? Well, a couple of personal opinions.

If you look back at the last couple of wage-benefit agreements, you'll have to admit that they were just that—wage-benefit agreements. There have been a few changes in rules, and those that have been made—on the scope rule for Clerks, for instance—have been to the benefit of the organization. And I simply don't think that this can go on forever, not with wages steadily going up and not with benefits getting ever-broader.

I don't by any means suggest a return to 1959. I don't want to have to cover another PRC, another Rosenman board, another bunch of Congressional hearings, another arbitration board. I don't want to see bad blood replace good, in the relationship between labor and management.

But—consideration of changes in rules has to move back up to the front burner.

The last time there was a major rules case, a few things got settled. A lot more were held over, put before a standing committee—which hasn't managed to do an awful lot, partly because the available manpower had to be assigned to such things as Railroad Retirement and other negotiations. Hopefully, '76 will see the committee taking another crack at its original assignment.

Despite this need for action at the national level, the national level is not the only important one. I keep believing that there's a good potential for change at the local level—change worked out to take into account local conditions, local problems, local opportunities. Some roads have been working in this area, and some have made progress you wouldn't have dreamed of just a few years ago.

To my mind, one of the greatest of these accomplishments took place right here—in what you, BN management and BN labor representatives, were able to work out to handle merger. But there have been other significant local agreements which have brought change to the traditional ways of railroading. North Western has made some, and Milwaukee Road, and a couple of others in both the East and the West. One of the non-ops has reached an accommodation, in the South, which satisfies its requirements and at the same time allows necessary work to proceed faster than it would under the old ways of doing things. The Terminal Task Force in St. Louis has tried to demonstrate what can happen to operations and service when labor and management agree to experiment. Most recently, I guess, we've had the "Slingshot" on Illinois Central Gulf. There, the organization agreed to a plan to run a short, fast piggyback train with a two- or three-man crew and no caboose, the railroad cut the rates and went out after the business that's now bugging motorists on the Interstates between Chicago and St. Louis.

In all probability, none of these agreements is perfect. Most of them can be criticized for one reason or another. Some have worked less well than expected simply because the traffic they were designed for dried up during the recession. But—these local experiments, or agreements, do show what can be accomplished at the local level; perhaps more important, they show that local people are willing to change.

Now—a second matter which I think is going to have to be front-and-center: Equal employment opportunity.

This is extremely sticky business—especially in an industry where seniority is almost sacred. But—the law, various judicial rulings and the attitude of the compliance people all seem to say that yes, change will have to come. The experience of other major industries seems to say the same thing.

I suspect the Clerks organization should be commended for being out on the point in this, in being the first to reach an agreement looking toward improving opportunity for minorities and women.

'Something positive has happened in railroad-management labor relations'

As matters stand, it's hard to be optimistic. I suspect we can only hope that other agreements can now be made—and that the implementation can be handled with a minimum of upheaval.

Work rules. EEO. So much for the myth that not much will be happening in '76.

And the future? Well, let's talk about the future for a couple of minutes. Or, if you want to talk about the future for a couple of hours, look me up tonight. My plane doesn't leave till 9 tomorrow morning.

First, I believe that a base has been built on which something could really be built. Chief executives of major railroads and of the organizations have put that base in place. Meetings such as this one and others which go on throughout the year, here and on other roads, shore up the foundation. And this structure truly deserves to have something magnificent constructed atop it.

But, I have fears.

I am not fully convinced that railroad labor will give more than lip-service to change, or at least not without exacting an exhorbitant price. I keep having this feeling that labor will pitch in hard and effectively on legislation—but that on major internal change, the attitude remains one of "Sure, let's talk. But don't touch the merchandise."

I am also not fully convinced that rail management generally is prepared for the kind of sharing-of-savings which labor has in mind in return for agreeing to change of almost any kind. This is not, by any means, to say that labor's idea of sharing is right. But nor is it to say that some, any, sharing is wrong—though there are some, you know, who will argue strongly that sharing amounts to buying off the bad guys.

Somehow, in looking back over what we've been discussing this afternoon, I think I've reached the point where the only logical remark I can make next is that one that's taken from an early chapter in the Inspirational Speaker's Book of Exhortations. You know: Change is inevitable—so make it work for you.

Well, when you do reach that point, it's time to sit down. And I will—right after I lay just a couple more very personal thoughts on you.

I do sense that something positive has happened in railroad labor-management relations. Mostly, it's been because of people, and I have a great deal of respect for the people I know, on both sides, who speak to these issues. I think they are—in a number of places, at least—practical, pragmatic people. I think they are people who know what ought to be done, who know what can be done, and who are willing to work to remove any gap that may exist between what ought to be and what can be.

I think this industry is worth saving. I don't think government should do it through nationalization and all that that would mean, in so many adverse ways, to labor, to management, to customers, to the national interest.

Nor, by the way, do I think that customers should be asked to do the saving. Rates cannot forever keep going up. Rates cannot get to the point—as they're threatening to—where the customer can ship more economically some other way, or do it himself. It's simple, what happens then: No customers, no business, no jobs.

I do think—and I hope—that rail management and rail labor can manage change, can shape it, can make it work for the over-all good, can do much to save their own industry. If only they will.

Which is why I'm going to wrap it up with a couple of quotations, from two men who classify as my version of the odd couple. First, there was the late Wayne A. Johnston, for many years president of Illinois Central. He was talking about change and the need for daring in a speech once, and he told his audience: "Remember, even the humble turtle never gets anywhere until he's willing to stick his neck out."

The other observation on change came from the president of a something different kind of enterprise. This man saw the matter of handling change rather clearly. And he once put it into a very few words: "Those who make peaceful revolution impossible," John F. Kennedy said, "make violent revolution inevitable."

People

FRISCO: **Gordon B. Coker** appointed division communications & signals supervisor-Memphis, TN.

OKONITE COMPANY: **William J. Coogan** appointed sales representative-Chicago; **Ronald P. Dzikowski** appointed sales representative-New Orleans; **Thomas A. Gensche** appointed sales representative-Milwaukee; and **Richard J. Murphy** appointed sales representative-Philadelphia.

BURLINGTON NORTHERN: **L. Elliott** appointed supervisor signal construction at Alliance, NE. **E. R. Garrett** appointed supervisor signal construction at Lincoln, NE. **J. L. Smith** appointed manager labor relations at St. Paul, MN.

CHESSIE SYSTEM: **Lester J. Galloway,** assistant signal and communications supervisor at Newark, DE, has been appointed system S&C inspector at Pittsburgh, PA.

LONG ISLAND: **T. Melesh,** supervisor electric traction, and **G. Neville,** supervisor signals, have retired. **Dave K. Horn** appointed assistant supervisor of signals.

SEABOARD COAST LINE: **Robert D. Liggett** is chief engineer communications & signals and in charge of the C&S department. His title was not changed as reported in the December issue of The Signalman's Journal. **James G. Staples,** assistant supervisor C&S at Columbia, SC has retired.

SOUTHERN: **G. Carmie Chester,** superintendent communications & signals at Atlanta, GA, appointed superintendent C&S Southeast district, there. **William C. Conley,** supervisor C&S at Lynchburg, VA appointed general supervisor C&S, there. **Ralph E. Davis,** general supervisor C&S at Charlottesville, VA transferred to Knoxville, TN. **Johnnie F. Norris,** general foreman C&S at Charlotte, NC appointed superintendent C&S Southwest district at Atlanta. **Robert T. Rivers,** general supervisor C&S at Chattanooga, TN appointed chief communications and data engineer at Atlanta.

SOUTHERN PACIFIC: **C. A. Chivers,** crossing protection engineer at San Francisco, CA, has retired. **P. L. Trudeau,** assistant signal supervisor, Oregon division has retired. **E. O. Haas,** assistant signal supervisor, San Antonio division, has retired. **C. P. DeWitt,** assistant signal supervisor, Western division, has retired.

UNION PACIFIC: **E. R. Myers** appointed director labor relations maintenance of way and signals at Omaha, NE.

GENERAL RAILWAY SIGNAL CO.: **Wheeler D. Maynard** appointed to the new position of manager of marketing operations.

NORFOLK & WESTERN: **Oral Anderson,** supervisor of signals and communications at Frankfort, IN, has retired.

WESTERN PACIFIC: The following have been transferred from Sacramento, CA, to the general office in San Francisco: **B. L. McNeill, Jr.,** engineer-signals and communications; **E. A. Thompson,** superintendent-signals; **R. B. Reynolds,** assistant engineer-signals; **R. R. Gifford,** project engineer-signals; **D. Thompson, Jr.** appointed supervisor-signals and communications, Hayward, CA; **J. E. Vlasak** appointed supervisor-signals and communications, Sacramento, CA; **G. L. Neilson** appointed supervisor-signals and communications, Keddie, CA; **K. J. Mize** appointed supervisor-signals and communications, Elko, NV; **C. E. Bossen** appointed supervisor-signals and communications, Winnemucca, NV.

MILWAUKEE ROAD: **Henry P. Warren,** general supervisor signal construction in Chicago, has retired.

SANTA FE: **R. W. Jones,** assistant engineer signals, Los Angeles, appointed assistant signal supervisor at Barstow, CA.

SOUTHERN PACIFIC: **W. A. Byler,** assistant signal supervisor, Houston Division, has retired.

BURLINGTON NORTHERN: **D. D. Danner,** appointed supervisor-signal construction at Lincoln, NE; **Sherman W. Holliday** appointed assistant vice president-labor relations at St. Paul; **Leonard K. Hall,** appointed assistant to vice president-labor relations at St. Paul, succeeding **Paul A. Nemcek,** retired; **W. Claude Sheak** appointed assistant to vice president-labor relations; **Clement Lane** appointed director-labor relations; **Ben W. Potter** appointed director-labor relations; **Jacquie M. McFarlane** appointed regional manager-labor relations, Minneapolis, MN.

SANTA FE: **V. E. Breeden,** traffic control system engineer, appointed assistant signal engineer at Topeka, KS, succeeding **J. E. Harney,** on leave of absence. **W. M. Shurtz,** general signal supervisor, appointed TCS engineer. **R. G. Ames,** assistant signal supervisor, Emporia, KS, appointed general signal supervisor at Topeka.

BofRS convention meets in Quebec August 9-13, 1976

Personal Aids and News

Annuities may be cut by work says R. T. Bates

It is important that railroad retirement annuitants understand how work and earnings may affect their annuities. Working after retirement may reduce the amount or suspend payment of benefits. If the Board is promptly notified of such work activity by the annuitant, it adjusts his annuity payments so that overpayments are avoided. If such reports are late, overpayments often result which can be a hardship for the annuitant to repay. In some cases, penalties are added if reports are not made when they are required.

Questions frequently asked about the effect of work and earnings on the payment of railroad retirement annuities are answered below:

(1) Are there any types of work which prevent an annuitant from receiving his or her railroad retirement annuity?

Yes. If you are a retired employee, your regular and supplemental annuities are not payable for any month in which you work for a railroad or for the last nonrailroad company you worked for before you retired. Railroad service after your closing date will terminate your supplemental annuity. Your wife's annuity is not payable for any month in which your own annuity is not payable, or for any month in which she works for a railroad or for her last nonrailroad employer. Widows' annuities and other survivor annuities are not payable for any month in which the annuitant works for a railroad.

(2) Can earnings from other employment have an effect on railroad retirement annuities?

Yes. In addition to the work restrictions described above, there are earnings limitations which may apply to earnings over $2,760 in 1976. These earnings limitations apply to annuitants under age 72 including almost all survivors and some retired employees and their wives. At present, retired employees and their wives are generally subject to earnings limitations only if they are also qualified for social security benefits.

These limitations generally apply to the entire amount of survivor annuities but only to specified portions of retirement annuities. Those retired employees and their wives who have become subject to the earnings limitations under the new retirement laws are being notified by the Board in early 1976 as to how earnings will affect their annuities.

(3) What are these earnings limitations for 1976?

For those annuitants subject to them, earnings in 1976 in excess of $2,760 may effect a reduction of $1 for every $2 earned over $2,760. If benefits were reduced for any month in which earnings were $230 or less and there were no substantial services in self-employment in that month, the amount of such reduction would be paid back after the end of the year.

Annuitants subject to the earnings limitations must report their earnings to the Board if they earn over $2,760 in 1976.

(4) Work reductions are already made in my social security benefit because of my earnings. Will more reductions be made in my railroad retirement annuity?

It depends on the amount of your earnings, the amount of your railroad retirement benefits and the amount that the Social Security Administration withholds. Your annuity is first increased by the amount that your social security benefit is reduced and then only a specific portion of your annuity is subject to the reduction of $1 for every $2 you earned in excess of $2,760. In many situations this may result in your receiving the same total amount from the Board and the Social Security Administration that you had been receiving before. The best thing to do is advise the Board of your anticipated earnings and you will be informed of the effect on your benefits.

(5) I retired in 1974 after a lifetime of railroad service and have few, if any, social security credits. Will my regular age annuity be subject to these new 1974 Act earnings limitations if I begin a new job covered by social security after my retirement?

Not for the next few years, and then only if you work long enough to acquire an insured status under the Social Security Act. At that point in time, only

the increased benefits, if any, payable on the basis of these social security credits, would be subject to earnings limitations. Under the 1974 Act the earnings limitations may apply only to tier one portions of an annuity based on railroad service performed after 1974 and all social security credits; tier two benefits are not affected in any case.

(6) May an individual continue to receive an employee disability annuity even if he does some work after it begins?

It depends on the type of annuity he is receiving and the kind of work he does. No employee annuity is payable for any month the annuitant works for a railroad or for his last nonrailroad employer. If he is receiving either a total or occupational disability annuity, his annuity is not payable for any month in which he earns more than $200 in employment for hire or in self-employment, but the withheld payments will be restored if his annual earnings are less than $2,500. If he earns $2,500 or more in any year, he loses one month's annuity for each $200 he earned over $2,400, counting the last $100 or more as $200. However, he will not lose his annuity for any month in which he earns $200 or less. He may also be assessed certain deductions as a penalty for failing to make timely reports of his earnings. But, sometimes his earnings may raise a question about recovery from his disability even if they amount to less than $2,500 a year.

If he is receiving an annuity based on total disability, or if his annuity has been increased because he meets certain special requirements, there are additional restrictions. In that case, work in nine months, whether or not consecutive, will usually be sufficient to show that the individual is able to do some work. If so, his annuity will be terminated or reduced to the amount otherwise payable when the certain special requirements are not met.

(7) I am a widow receiving an annuity on the basis of total disability. What are the earnings limitations on any job I take?

No specific earnings limitations apply to a disabled widow until she reaches age 65, but any work she does is reviewed to see if it indicates a recovery from disability.

The earnings limitations for a disabled widow over age 65 or a widow age 60 or over who has recovered from disability are the same as for a nondisabled widow between the ages of 60 and 72. If you are in this category and earn over $2,760 in 1976 in employment or self-employment, you will lose $1 in benefits for each $2 earned in excess of $2,760. But, this does not apply to months in which you are over age 72 nor to benefits for any month in which you earn $230 or less or do not perform substantial services in self-employment.

Like all other monthly benefits, your annuity is not payable for any month in which you work for a railroad regardless of the amount you earn.

(8) What are the earnings restrictions for the disabled children of deceased employees?

There are no earnings limitations as such, but work may raise the question of recovery from disability. Also, a child's annuity is not payable for any month in which he works in the railroad industry.

(9) I am a widow under age 60, but I receive an annuity because I am caring for a minor child. What are the restrictions?

You would lose $1 in benefits for each $2 earned over $2,760, but not for any month in which you earn $230 or less or do not perform substantial services in self-employment. Your annuity is not payable for any month in which you work for a railroad. You are not entitled to an annuity for months in which the child is not in your care.

(10) I receive interest from my savings account each year. Is this considered earnings under railroad retirement or social security law?

No. Earnings are payments you receive for work you perform for someone else or in self-employment. Earnings include all wages, vacation pay, bonuses, commissions, fees, tips and the cash value for other considerations (such as meals or living quarters) furnished for your services.

Interest from savings, income from investments, and gifts or inheritances are not considered earnings. Nor are pensions or other retirement payments.

(11) I think that my work may have an effect on my railroad retirement annuity but I am not sure. What should I do?

Call or visit the nearest district office of the Railroad Retirement Board. The personnel

For United States residents only:

Moving? Let us know!

Please send your new address to:
The Signalman's Journal, 601 W. Golf Rd., Mt. Prospect, IL 60056

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

there will be glad to assist you in understanding how work and earnings affect your annuity. If you are subject to the earnings limitations and earn over $2,760 in 1976, you must report your earnings to the Board. The Board's district office personnel will also assist you in completing your earnings report.

Beware of get-rich quick advertising

By Sidney Margolius

Ever wonder what all those "business opportunity" and "make big money" classified ads really aim to sell you? Could you, too, earn $25,000, $50,000, even $100,000 a year?

At the behest of a reader we wondered, too. What we learned recently from answering dozens of such ads is that they usually are come-ons for expensive books, franchises and distributorships.

Especially startling is the persistence and variety of distributorship promotions even after such widespread fiascos as those of Glenn Turner with his Koscot cosmetics and "Dare to Be Great" investment schemes. The second-generation promotions currently operating or recently exposed by the authorities often involve stereo tapes, auto and electrical products, battery additives, and motivational courses.

The motivational courses are an especially ironic promotion in which moderate-income or unemployed people try to sell each other recorded lectures on how to be successful. In one example, California Attorney General Evelle Younger recently got the so-called Personnel Institute to agree not to make "misleading statements" to induce investors to put out $3,480 to become "regional directors." Younger said the firm led investors to believe they would earn substantial sums by selling the courses and getting others to invest.

The Federal Trade Commission (FTC) got a consent order barring Consolidated International Tool & Oil, Inc. and Globe Marketing & Services, Inc., from using false earnings claims to sell distributorships for auto and electrical products, recording tapes and other products. The complaint said these firms had advertised such claims as "$800 per month part-time, $2,000 per month full time."

Wholesalers of DynaGlaze and Astrashield auto polish also have been prohibited from claims that salesmen can expect to earn $50,000 a year, and that these polishes will "protect and beautify an auto finish for years."

One of the most-persistent promoters recently drew one of the longest prison sentences on record for mail fraud. Archie K. Babson got 25 years for perpetrating various schemes. In the latest, he sold investments in a plan to place racks for distribution of travel-guide advertising material. Investors were promised incomes of $150 to $2,000 a week. One woman took out a second mortgage on her home to invest $11,900.

Previously Babson had been convicted of mail fraud in connection with his promotion of United Jets School. It sold correspondence courses purportedly to train technicians and mechanics for the jet aircraft industry.

The losses to would-be small investors in the many distributorship promotions of recent years ran into hundreds of millions of dollars. Federal and some state authorities were slow to stop these raids even after newspaper expenses. The FTC recently admitted that "it is regrettably clear that responsible authorities, including this Commission, have acted far too slowly to protect consumers from the manipulations of respondents and others like them."

The Koscot promotion and Glenn Turner's "Dare to Be Great" motivational courses alone took $44 million from consumers. The human toll was staggering: money borrowed, jobs quit, homes mortgaged and even bankruptcy "for some who dared to be great." Koscot now is in bankruptcy reorganization, and Turner and his partners claim to be broke. So there's little hope for restitution to the innocent investors, the FTC reports.

The FTC, as well as the publications that accept classified ads without checking, also could do some breast-beating about the nature of many "Business Opportunities" ads. One promising a free book on "900 Successful, Little One-Man Businesses" turned out to be a pitch for a $15 book also sold by several other purported business "counselors."

Part-time inventors should note a complaint by the FTC alleging deceptive acts by Idea Research and Development, Inc., of Texas. The FTC says that few, if any, of the firm's clients have their ideas or inventions evaluated by qualified persons, or get legal protection, or have their ideas produced. A proposed order would bar the firm from accepting compensation except as a percentage of royalties. The charge is that the firm induced clients to pay fees of $750 to $1,200 for "virtually worthless" contracts.

One of the most active promoters operates both a "busi-

ness institute" and a "credit research center." The "institute" offers for $12 a set of mail-order ads selling products like wigs to buyers who "are waiting to make you rich!" The "credit research center" promotes a "debt survival kit" for $12. The kit claims to explain how to get out of debt by using an "almost-secret" federal law which "will shield you from your bills."

It is true that there is a federal law called Chapter 13 or the Wage-Earner Plan. But while it can protect your assets, it does require you to pay your debts, over a three-year period. If you ever need to, you can learn about how the plan works from the clerk at the federal court in your district or from books available without charge at your library.

Of course, the "credit research institute" also tells you how to "disappear completely and become a new person," and "how to create work records, degrees, diplomas, etc."

Folklore and railroads highlight press

New England Folklore and railroads in that part of the country are featured items in the fall announcement and catalogue of the Stephen Green Press in Brattleboro, VT. Books such as the Up-Country Line, a history of the Boston, Concord & Montreal, one of the last wood-burning railroads, is typical of the interesting stories told of various short line railroads published by Stephen Green Press. Other short lines covered include the Woodstock Railway, the Concord & Claremont, the Narraganset Pier, and the story of the Boston Subway.

"Rails under the mighty Hudson" is a story of the old Hudson & Manhattan. The Hudson Tube, the Pennsy Tunnels and the Manhattan Transfer bring the story up to today of Amtrak and PATH. For these and other interesting railroad and folklore books the catalogue of Stephen Green Press may be obtained by writing the press at P. O. Box 1000, Brattleboro, VT 05301 or check your nearest book store.

Red chairman's book is updated with new material

New sections for the red general chairman and local chairman's manual include index, foreword, Railway Labor Act, Railroad Retirement and Unemployment Insurance Acts.

For those who do not have the new material (Index to Manual should have the phrase: Revised October 1, 1975) send your request for these new sections to Secretary-Treasurer R. T. Bates, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

The following instructions may be of help: DROP or REMOVE old index to Manual, pages 1-2, pages 21-64 and 81-124.

INSERT new Index to Manual; pages 1-75 and 2-75 ahead of page 3; pages D-1-75 through D-65-75 following page 20; pages G-1-75 through G-40-75 following page 80; page 124 between page G-40-75 and page 125.

Please, No Color Photos

It is very difficult to get good reproductions from color photos for use in The Signalman's Journal. We urge all members to try and use black and white film for any pictures of member activity such as awarding gifts at retirement time or presenting members with longevity membership pins.

The problem is complicated by the types of cameras which are so often used. The Instamatic cameras in common use and the Polaroid cameras may be satisfactory for home use but it takes an expert to make something which can meet The Signalman's Journal standards.

If we use your pictures and they appear muddy or faces can't be readily identified it is almost always a combination of color film and an Instamatic camera or poor lighting is the culprit. We try to do our best to reproduce pictures as fine as possible, however, we have to work with good clear pictures so please use black and white film. If you are in doubt about the quality of the print send the film to the editor of The Signalman's Journal and we will make the prints and return the film to you. Working together I am sure we can improve the quality of photos in The Signalman's Journal.

What you need to know about canned foods

Some of the basic questions and answers about canned foods can now be supplied by an information bulletin from the Consumer Information Department 44, Pueblo, CO 81009. Just write for "Questions and Answers about Canned Foods." The publication is free.

Some of the most asked questions include: Where should I store canned goods? The answer is the best storage area is in a moderately cool, dry place. How long will canned foods keep? The time varies but food should keep for a year. Is it safe to leave unused portions of canned foods in the can after opening? Yes, but be sure and place the can inside the refrigerator. Does damage to the outside of the can mean the food is unsuitable for use? Not necessarily but be sure that the can does not leak and that the can itself has not been punctured. If the contents have an abnormal odor or appearance discard the can without tasting the food—it's probably spoiled. Other questions and more detailed answers are given in the booklet.

General Committee News

At the Burlington Northern general committee meeting were the following: (standing back row, left to right) H. E. Vierkant, H. Heilman, A. L. Vierkant, L. E. Younker, R. D. Frank, P. M. Johnson and R. J. Bolinger. Middle row (left to right) are: J. L. Best, J. J. Wilkowski, G. L. Stewart, B. J. McComb, T. R. Catherall, J. E. Ross, G. E. Brown, D. R. Brown and W. J. Gee. Seated (left to right) are: L. A. Blackburn, R. F. Richardson, W. A. Class, Jr., C. J. Chamberlain, R. T. Bates, J. T. Bass, W. W. Lauer, and D. L. Adkison.

BN re-elects general committee officers

At its December meeting, the Burlington Northern general committee elected the following officers to hold office for the next three years: W. A. Class, Jr., general chairman; R. F. Richardson, assistant general chairman and general secretary-treasurer; and W. W. Lauer, vice-general chairman. Trustees elected were D. L. Adkison, chairman; Herman Heilman, secretary; and A. L. Vierkant, member.

In discussing the activities of the general committee during the past year, General Chairman Class said that the general committee by-laws have been approved by all the locals on the BN. Also, he discussed the by-laws and consolidation of locals 87, 154 and 188 and the subsequent election for local chairmen and subordinate lodge officers of these locals. Class said that a new working agreement had been signed on the Colorado & Southern, effective Sept. 1, 1975.

President C. J. Chamberlain commended the BN general committee on their accomplishments during the past year. He brought the committee up to date on amendments to the Railroad Unemployment Insurance Act; the latest on the Sick Leave Notice; various legislative matters of interest to railroad employes; Con-Rail; FRA, OSHA and other pending safety matters.

Secretary-Treasurer R. T. Bates described the BofRS group insurance plans, the Signalmen's Political League and the Grand Lodge headquarters building.

Vice-President J. T. Bass discussed the current BN working agreement, negotiations with the Fort Worth & Denver, and meter loop claims.

Vice-President M. B. Frye held an all-day class for local chairmen on the proper procedure for presenting claims and grievances as well as the proper procedures for representing members at investigations.

The committee passed a resolution by unanimous action supporting a change in the BofRS Constitution to provide for four years instead of three years between conventions, that the convention be held in Chicago or the immediate Chicago area, and that BN general committee officers hold four-year terms.

St. Paul Lodge 87 was represented at the meeting by these Billings Region men: G. E. Brown, local chairman, Yellowstone division; B. J. McComb, local chairman, Rocky Mountain division; and G. L. Stewart, local chairman, Montana division.

Aurora-Galesburg Lodge 103 representing the Chicago Region, BN, had three local chairmen in attendance: D. L. Adkison, Hannibal division; R. D. Frank, La-Crosse division; and P. M. Johnson, Ottumwa division.

Two local chairmen represented the Denver Region from Lincoln Lodge 119. They were J. L. Best from the Alliance division and R. J. Bolinger from the Lincoln division.

T. R. Catherall, local chairman of Essman Lodge 133 represented the Fort Worth & Denver.

Four local chairmen from Great Northern Lodge 154, Twin Cities Region were Herman Heilman, Dakota-Fargo division; A. L. Vierkant and H. E. Vierkant, Minnesota divison; and J. J. Wilkowski, Wisconsin division.

Three local chairmen from

Officers and trustees of Burlington Northern general committee are shown here with BofRS officers. Standing (left to right) are: R. T. Bates, BofRS secretary-treasurer; A. L. Vierkant, member BN board of trustees; D. L. Adkison, chairman of trustees; H. Heilman, secretary, trustees; and J. T. Bass, BofRS vice-president. Seated (left to right) are: R. F. Richardson, assistant general chairman and general secretary-treasurer; C. J. Chamberlain, BofRS president; W. A. Class, Jr., general chairman; and W. W. Lauer, vice-general chairman.

S. J. Muzi, general chairman, Erie Lackawanna, participated in the recent agreement signing at BofRS Grand Lodge headquarters.

Vancouver Lodge 188 represented the Seattle-Portland Region. They were L. A. Blackburn, Pacific division; D. R. Brown, Portland division; and W. J. Gee, Spokane division.

Also attending the meeting were John E. Ross, former trustee, and Lyle E. Younker, former vice-general chairman, Northern Pacific.

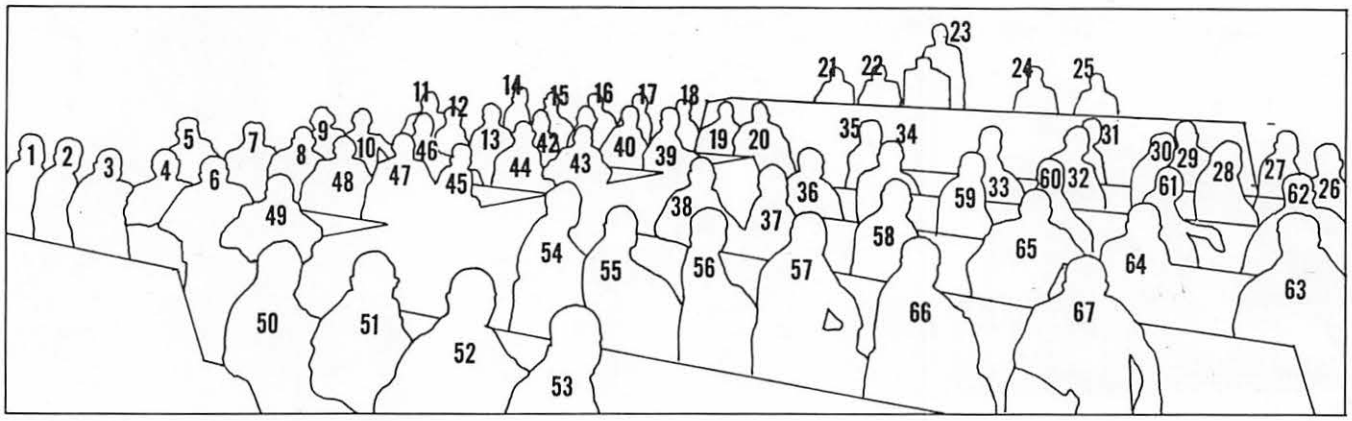
R. F. Claybaugh, general chairman, Detroit, Toledo & Ironton, was among one of several general chairmen who recently participated at BofRS Grand Lodge headquarters at Mt. Prospect in signing of agreements between the BofRS and various railroads involved in the formation of Consolidated Rail Corp. DT&I, for example, will obtain some lines of the former Penn Central, hence an agreement between the DT&I and the BofRS to protect employes of both railroads, was signed.

W. P. Glavey, general chairman, Reading, holds agreement that he signed at the recent meeting in BofRS Grand Lodge headquarters.

E. D. Hodsdon, general chairman, Soo Line, left, listens to L. T. Davies, general chairman, Milwaukee Road, at a recent general chairmen's meeting at BofRS Grand Lodge headquarters in Mt. Prospect. Camera also caught in a discussion, standing, left to right: R. F. Claybaugh, general chairman, Detroit, Toledo & Ironton; J. Tennis, general chairman, Kansas City Terminal; and G. A. Harrington, secretary, Grand Board of Trustees.

A. W. Richards, general chairman, former New York, New Haven & Hartford, also participated in signing agreements made between BofRS and Conrail.

C. T. Heitzman, general chairman, Lehigh Valley, also was at the recent agreement signing at BofRS headquarters.



Who was who at last fall's General Chairmen's Meeting. Here is the identity of those attending the General Chairmen's Meeting last October. The picture appeared on pages 16 and 17 of the November 1975 issue of The Signalman's Journal. **(1)** W. A. Class, Jr., general chairman, Burlington Northern; **(2)** R. F. Richardson, assistant general chairman, Burlington Northern; **(3)** W. E. Crawford, general chairman, Southern Pacific-Western Pacific; **(4)** H. W. Parsons, then general chairman, Union Pacific; **(5)** C. K. Highly, general chairman, Terminal Railroad Association of St. Louis; **(6)** W. P. Glavey, general chairman, Reading; **(7)** C. S. Chandler, vice president, BofRS; **(8)** C. R. Vaught, general chairman, Southern; **(9)** J. E. Hindes, local chairman, Pittsburgh & Lake Erie; **(10)** T. E. Boyle, recording secretary, Pittsburgh & Lake Erie; **(11)** M. B. Frye, vice president, BofRS; **(12)** W. E. Edwards, assistant vice president, Provident Insurance; **(13)** W. W. Lauer, chairman of the trustees, BofRS; (14) K. D. Raney, general chairman, St. Louis-Southwestern; **(15)** J. T. Bass, vice president BofRS; **(16)** F. T. White, general chairman Southern Pacific (T&L) M-K-T; **(17)** R. R. Van Vacter, general chairman, Santa Fe; **(18)** J. R. McDonald, general chairman, Baltimore & Ohio (WM); **(19)** H. H. Parker, general chairman, Chesapeake & Ohio; **(20)** R. E. Brennan, general chairman, Baltimore & Ohio Chicago Terminal; **(21)** B. E. Ridge, vice president, Provident Insurance; **(22)** R. T. Bates, secretary-treasurer, BofRS; **(23)** C. J. Chamberlain, president, BofRS; **(24)** W. G. Mahoney, attorney; **(25)** David H. Stowe, chairman, National Mediation Board; **(26)** R. T. Tarvin, local chairman, Penn Central; **(27)** K. L. Emmons, vice general chairman, Penn Central; **(28)** W. Abner, assistant general chairman, Penn Central; **(29)** J. W. Walsh, vice president, BofRS; **(30)** H. W. Ahrens, assistant general chairman, Penn Central; **(31)** B. E. Britcher, general chairman, Penn Central; **(32)** C. K. Kiernan, assistant general chairman, Penn Central; **(33)** R. F. Claybaugh, general chairman, Detroit, Toledo & Ironton (AA); **(34)** W. D. Corn, general chairman, Missouri Pacific; **(35)** T. Hebding, general chairman, Belt Railway of Chicago; **(36)** J. J. Morris, general chairman, Texas & Pacific; **(37)** W. K. Ferguson, general chairman, Denver & Rio Grande Western; **(38)** J. Tennis, general chairman, Kansas City Terminal; **(39)** B. J. Woodruff, general chairman, Illinois Central Gulf; (40) L. T. Davies, general chairman, Milwaukee; **(41)** R. C. Buck, general chairman, Grand Trunk Western; **(42)** W. D. Best, vice president, BofRS; (43) H. S. Gerth, general chairman, Chicago & North Western; (44) W. H. Luettjohann, Chicago & North Western; (45) R. B. Flowers, general chairman, Louisville & Nashville; **(46)** W. B. Harwell, Jr., grand lodge representative, BofRS; (47) H. K. Jackson, general chairman, Monon; **(48)** T. J. Muzi, general chairman, Erie Lackawanna; **(49)** C. T. Heitzman, general chairman, Lehigh Valley; **(50)** V. J. Sartini, general chairman, Norfolk & Western; **(51)** P. E. Stevens, vice general chairman, Norfolk & Western; **(52)** Lyle Gee (investigator for C. Reiter, attorney); **(53)** N. K. Bulthius, general chairman, Chicago & Western Indiana; **(54)** J. E. Platt, vice president, BofRS; **(55)** John McCormick, trustee, BofRS; **(56)** John Platt's nephew from England; **(57)** J. E. Hansen, director of research, BofRS; **(58)** R. C. Howard, secretary-treasurer, LABOR; **(59)** J. S. Duplichan, general chairman, Missouri Pacific-Gulf; **(60)** W. W. Altus, vice president, BofRS; **(61)** R. W. McKnight, editor and manager, The Signalman's Journal; **(62)** J. J. Molnar, Local 69, Penn Central; **(63)** G. G. Gross, general chairman, Seaboard Coast Line; **(64)** G. A. Harrington, secretary, trustees of BofRS (SCL); **(65)** R. R. Mitchell, grand lodge representative, BofRS; **(66)** A. W. Richards, general chairman, New York, New Haven & Hartford (PC); **(67)** R. Tarte, general chairman, Boston & Albany (PC).

W. B. Harwell right, grand lodge representative of the BofRS, listens as L. C. Sedlacek, general chairman, Union Pacific, makes a point.

During one of the breaks in a recent general chairmen's meeting at Mt. Prospect headquarters of the BofRS, finds, left to right: J. S. Duplichan, general chairman, Houston Belt & Terminal; W. E. Crawford, general chairman, Southern Pacific; and W. E. Ferguson, general chairman, Denver & Rio Grande Western.

TSJ camera catches three general chairmen at a recent meeting at the Mt. Prospect headquarters of the BofRS. Shown here are, left to right: F. J. White, T&NO Lines, Southern Pacific, and Missouri-Kansas-Texas; V. J. Sartini, Norfolk & Western; and K. D. Raney, St. Louis Southwestern.

J. S. Duplichan, left, general chairman, Houston Belt & Terminal, listens to comments by W. D. Corn, right, general chairman, Missouri Pacific.

J. R. McDonald, left, general chairman, Baltimore & Ohio, and W. P. Glavey, right, general chairman, Reading, listen as R. E. Brennan, center, general chairman, Baltimore & Ohio Chicago Terminal, comments on Chessie System map.

C. K. Highley, left, general chairman, Terminal Railroad Association of St. Louis, listens to J. Sottile, general chairman, Long Island.

C&EI elects new general chairman

At its October meeting, Chicago & Eastern Illinois Lodge No. 174 elected J. E. Wright as the general chairman succeeding M. E. Hyde. Steve Smith was elected chief signalman succeeding Ralph Miller, Jr. Virgil Chandler was elected local chairman and John Nesselrodt was elected secretary-treasurer. The new officers were sworn into office by W. D. Best, vice-president, BofRS.

Other members attending this meeting at Villa Grove, IL, were Andy Atwood, Larry Marcott, Jerry Miller, Rodman Stanley, Bill Raymond, George Barsic, Kent Elam, Sam Browne and Ron Allsbury.

date on the following subjects: recent general committee meeting in St. Paul, unemployment increases, dental benefits, Travelers Insurance, wage increases, Signalman's Political League, and equal unemployment opportunity programs. A discussion of all these points was held by various members at the meeting.

Although rain and fog were prevalent throughout the state of Nebraska at the time of the meeting, Brother J. L. Best traveled 274 miles and Brother B. D. Miller traveled 171 miles to attend the meeting at Grand Island, reports M. B. Bender, financial secretary.

Brother C. T. "Chet" Johnson, center, holds model train presented to him at a retirement party in Aurora. W. W. Lauer, BN vice general chairman, left, and B. B. Johnson, right, BN signal supervisor, helps Brother Johnson hold the model train. Brother Johnson's wife, right, watches the presentation.

Local Lodge News

Wabash Lodge 55 meets at Homer, IL in January

Vice-General Chairman, Paul E. Stevens, hosted the January 17 meeting of Wabash Lodge at his home in Homer, IL. Brother Stevens reported on the general chairmen's meeting held in Chicago last fall as well as the N&W general committee meeting held in Columbus, OH. Subjects discussed by those in attendance included N&W general committee by-laws, time claims, FRA inspections, retirement sick benefits, seniority rosters, bulletins, and general information regarding one's duties and activities at work.

After the meeting members joined their wives and children for a hot dog and marshmallow roast.

Lincoln Lodge No. 119 meets at Grand Island, NE

At its December 13, 1975 meeting, Lincoln Lodge No. 119 approved membership applications for seven new members. They were: Leslie Schluterbusch, Kevin Loy Schoepf, Larry Lee Owens, Kenneth Patrick Ruud, Kevin Paul Ruud, William Francis Dorcey and Harvey Deen Mintzmeyer.

Vice-General Chairman, W. W. Lauer, brought members up-to-

Lodge 103 honors retired ctc maintainer

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cause, "My job involves a lot of walking, and that's one of the best exercises you can follow.

a model train which included a BN locomotive and caboose and a coal car in the middle which contained money from his many and gentleman. Local 103 hopes he and his family the best in their retirement years," reports W. W. Lauer.

vention at Quebec City this August, lodge members voted to send six delegates to represent Lodge No. 16.

News from Canada

Railways ask Anti-Inflation Board to rule on wages

The major railroads, including Canadian National and CP Rail, have asked the federal Anti-Inflation Board for assistance on the two-year agreement proposed by Conciliator Emmett Hall concerning wages for railway workers. Hall's proposal provides for an 11% wage increase this year and 8% next year. Also, proposed is a cost-of-living adjustment in 1977 if the inflation rate exceeds 8% in 1976.

Railway unions make their point to conciliation commissioner

The Associated Railway Unions, of which the Brotherhood of Railroad Signalmen is a member, presented a detailed report to The Honourable Emmett M. Hall, Conciliation Commissioner, setting forth the unions' position regarding wages and fringe benefits sought in the current contract dispute. Basically, the unions are seeking an 18% increase plus a COLA (cost of living adjustment) clause. The total breaks down this way: 4.3% for trend increase in national productivity; cost of living 8.7% (to keep pace with living costs as reflected in the consumer price index); and about 4% for minimum catch-up or protection as dictated by the 1973 award. The catch-up or 1973 protection was based upon bringing the railway workers to equity with other workers in Canada. The COLA clause would provide full protection against unanticipated inflation in the event the actual rate of inflation is higher than the anticipated rate inflation. The COLA clause would be applied in the same manner as last year.

The railways have offered a 9.5% wage increase. They claim that anything over that would be counter to the federal government's anti-inflation guidelines, hence illegal.

Railway unions express concern over Canada's future

Canada's unionized railway workers expressed concern over the future of rail transportation, and policies of the federal government, in the annual submission to the Cabinet of the 100,000 member Canadian Railway Labour Association.

On National Transportation Policy. Based on the philosophy of people and national interest first and profits second, the association recommends that where it is in the public interest to do so, railway plant and equipment be nationalized. This to be so done that employment security of all workers will be guaranteed.

On Prairie Branchline Abandonment. Recommendations are made that public hearings before the Canadian Transport Commission be made mandatory on any structural changes in branchlines. The association also says that it unequivocally supports the retention of the Crow's Nest Pass rates, at public and not the railways' expense.

On Rail Safety. While safety at the workplace has improved under supervision of the Canada Department of Labour, the same is not true of safety for railway employees on duty while on trains. The association, therefore, recommends that safety in this area be placed under the Labour Department rather than, as at present, under the direction of the Railway Transport Committee of the Canadian Transport Commission.

On Rail Passenger Service. Charging that transportation policy advisors in the Ministry of Transport have "an obvious anti-rail bias," the association says that "your Government's policy documents . . . placed much emphasis on cash subsidies to rail passenger service, which totalled $112 million in 1973-74. There is no acknowledgement that the railways, unlike all other modes of transport, receive no indirect Government subsidies. They build and maintain their own right-of-way, their own terminals and other buildings, purchase rolling stock and pay for other services. By comparison the airlines, bus companies and shipping firms receive immense indirect financial aid from Government in the form of government-built and operated airports, meteorological and navigational services, road, bridge and dock construction and maintenance, snow clearing, harbour dredging and most other auxiliary requirements.

On STOL Air Transport System. The association in calling the STOL system "the lemon of the decade" says that the use of $181.85 million "of the taxpayers' money to transport high-salaried businessmen and civil servants on expense accounts, between Montreal and Ottawa, is almost unbelievable."

On Energy. The association urges the Government to get away from the high energy-using airplane and to concentrate on modes which will conserve Canada's depleting energy resources.

On Mass Transportation. Systems "which will transport people at rush hour period to and from their employment in a safe and efficient manner" are needed now and "all types of public transportation must be co-ordinated to meet the needs of society . . . ," the brief says.

The Concept of An Arctic Railway. A railway to the North, the

J. S. Duplichan, left, general chairman, Houston Belt & Terminal, listens to comments by W. D. Corn, right, general chairman, Missouri Pacific.

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a model train which included a BN locomotive and caboose and a coal car in the middle which contained money from his many friends and fellow workers. Brother Chet has been a member of Aurora Galesburg Lodge No. 103 for over 38 years. He has paid dues continuously for every quarter except one in which he was laid off. "He held many offices in the organization at the local level and will be missed as he was not only a good signalman but one real fine brother and gentleman. Local 103 hopes he and his family the best in their retirement years," reports W. W. Lauer.

SCL Lodge No. 16 meets in Jacksonville, FL

Six officers, twelve members, and one retired member, attended the January 10 meeting of Seaboard Coast Line Lodge No. 16 at Jacksonville, FL. After a discussion concerning the sending of delegates to the BofRS convention at Quebec City this August, lodge members voted to send six delegates to represent Lodge No. 16.

In addition to discussing general working conditions, General Chairman G. G. Gross led a discussion on the subject of travel pay for gangs. Brother Gross also urged members to be more active in policing their agreements and to take a more active interest in the organization. He urged members to attend as many meetings of Lodge 16 as possible.

News About Members

Edward R. Van Lennep (center), signalman at Baltimore & Ohio Chicago Terminal signal shop in Chicago was honored with a party on his retirement. Walter W. Altus, left, BofRS vice-president, and Robert E. Brennan, B&OCT general chairman, were on hand as well as members of Lodge No. 143 and local officials of the railway to wish Van Lennep many happy years of well-deserved retirement.

Henry S. Gerth, left, general chairman, Chicago & North Western-Rock Island Lines, presents a 40-year Brotherhood of Railroad Signalmen pin to the former Rock Island general chairman, Ralph Watkins. Presentation was made at a recent meeting of Martin Lodge No. 17 at El Reno, OK.

Signalmen's sons receive college scholarships

Robert F. Russell and Brian P. Wells have been awarded scholarships to help meet college expenses in the next four years. They are among the 41 sons and daughters of Penn Central Transportation Co. employes to receive the wards in 1975.

Russell is the son of P. L. Russell, signal maintainer at Selkirk, NY. Brother Russell is a member of Albany Lodge No. 80. Wells' father is R. J. Wells, electronic specialist working at PC's A. E. Perlman yard at Selkirk. Brother Wells is a member of Lodge No. 213.

Hard hat saves signalman from serious injury

Wednesday November 5, 1975 will probably be long remembered by Michael Edward Brennan, signalman, working in signal gang 902 at Lafayette, IN. The gang was removing semaphore signals and replacing them with style R2 colorlight units. Brother Brennan, a member of Wabash Lodge No. 5, was working on the field side of the signal case while a signal helped was cutting the tie that was holding the semaphore blade in the clear position. As the blade started to move to a stop position, the portion with the steel ring and arm (having been rusted in half), fell about 20 ft., striking Brother Brennan on the back of his hard hat. The sheet steel ring was deflected toward the back. Brother Brennan visited a doctor at the Arnett Clinic, and then returned to duty. Wearing of his hard hat, observers noted, saved Brother Brennan from being severely injured.

Clyde Kiernan honored on his retirement

A retirement party was held at the Holiday Inn, Yonkers, NY, Jan. 31, 1976 to honor Brother C. K. Kiernan, assistant general chairman, Penn Central General System Committee. General Chairman B. E. Britcher, PC, reports as follows:

Clyde, as he is known to his many friends throughout the industry and the Brotherhood of Railroad Signalmen, started his railroad career in 1940 when he began signal construction work on the New York Central, Lines East. He spent 10 years in this work after which he took the 2nd trick station maintainer po-

sition at Spuyten Duyvil, NY, near his home in Yonkers. Evidently Brother Kiernan found a home as he remained there for 24 years until accepting a full-time union position with the Penn Central General System Committee in September 1974. His overall railroad service spans some 35 years.

Brother Kiernan first became active in union affairs when he was elected in 1957 to serve as chairman of Lodge 76, in which capacity he served until September 1974. In the meantime, he was elected in 1967 to serve as general chairman on a part-time basis, holding these dual union roles until September 1974, when the NYC-LE committee joined the former NYC-LW and PRR committees. Brother Kiernan was brought aboard the Penn Central General System Committee as a full-time assistant general chairman, the job he held at the time of his retirement.

The retirement party was hosted by Clyde's home Lodge 76, with Local Chairman J. D. Kearney presiding, ably assisted by Financial Secretary F. Pesce, with about 60 people in attendance, many of whom were friends who had preceded Clyde into retirement; such as, Vice-President B. H. Steuerwald, Howard Friedl, former local chairman Lodge 86, and Sid Phillips, former local chairman Local 213.

In addition, Clyde's lovely wife, Terry; his three daughters; his son; and one grandchild; attended, along with System Committee officers and members: General Chairman B. E. Britcher, Assistant General Chairmen W. Abner and R. J. Szprygada; and Local Chairmen M. D. Brooks, Local 22; J. M. Thornton, Local 54; and S. F. Slade, Local 86.

Attending from Grand Lodge were: President C. J. Chamberlain, Secretary-Treasurer R. T. Bates, and Vice-President J. W. Walsh, who all had glowing remarks to make about Clyde's contribution as an active union officer and his many years of service to his fellowmen.

The Penn Central General System Committee will miss his full-time services, but we will continue to benefit from having the privilege of working with him, as he left with us much wisdom, sincerity, experience, honesty, but most of all, his total dedication to the members of not only our committee, but the entire Brotherhood.

On behalf of the members and officers of the committee, we extend to Clyde and Terry, our sincere best wishes for a long and rewarding retirement.

EL Signalman to be inducted into Sports Hall of Fame

Clarence B. Snell, signalman on the New York Division of the Erie Lackawanna, will be inducted June 6 into a Passaic County American Bowling Congress Hall of Fame. Brother "Champ" Snell is being honored for his many years of service to bowling in promoting activity in the sport by children. In addition to bowling he has instructed children in midget league baseball, boxing, soccer and rifle shooting. A former boxer, he is a member of the World Boxing Historians Association and several other boxing associations. He is an honorary citizen of Boystown in Nebraska. Brother Snell is a member of Two Rivers Lodge No. 88. He has been active in several sports programs in Passaic County and Patterson, NJ. Brother Snell has worked 39 years for the railway.

Signalman receives Silver Beaver Scouting Award

J. Eugene Fazel, a signalman on the Milwaukee Road, at Chicago, and chief signalman of Lodge No. 219, has been awarded the Silver Beaver Certificate and Award in recognition of his many years of service to the Boy Scouts of America. He has served in various leadership capacities including scoutmaster, counsellor and trained advisor. In counseling he has worked with six other Boy Scout units of Northern Illinois, Iowa and Wisconsin. Also, he has worked with the Black Hawk Area Council as well as the Calumet Council. At the latter council he served as a staff counsellor and leader at the Kiswaukee Boy Scout Reservation evenings after work and his two weeks vacation last summer as a full time staff member at the Calumet Council Reservation. Additionally, Brother Fazel has attended three World Scouting Jamborees and one national Jamboree as well as taking local scout troops on many canoe and camping trips.

Brother Fazel started on the Milwaukee as a signal helper at Perry, IA in 1953 and moved up to signal maintainer two years later. Since 1962 he has been a special signal maintainer on the Chicago division. For the last ten years Brother Fazel has been chief signalman of Lodge No. 219.

In addition to his scouting duties Brother Fazel has found time to be active in the Bethany United Methodist Church having served as trustee for the last nine years. He is also active in Masonry being a member of the Masonic Lodge in Savannah, IL, the Scottish Rights Lodge Consistory in Freeport, IL, and the Medina Shrine Temple in Chicago.

Active life helps keep B&LE signalman fit

Carl F. Haynes, signal maintainer for the Bessemer & Lake Erie and a resident of Grove City, PA, said that he is able to maintain physical fitness because, "My job involves a lot of walking, and that's one of the best exercises you can follow.

And then, too, I like to hunt and fish, to just get outside and enjoy the fresh air and countryside." His comments were an answer to a question posed by the railroad's employe magazine "The Bessemer Bulletin" to determine how employes maintain their physical fitness. Brother Haynes, a member of Grand Lodge No. 200, says that he ". . . never had a real weight problem. I could probably afford to lose about ten pounds. Of course, it's difficult in the winter to keep weight down, especially when you have to work in the cold and snow every day. I put a few pounds on in the winter and lose them in the summer, so I manage to keep just about the proper weight."

Elgin, Joliet & Eastern signal maintainer Glenn R. Todd, left, signal maintainer, and A. "Tony" Umek, right, recently received 25-year service pins from Jerry Harvey, center, manager of signal communication and electrical facilities. Brother Todd is a maintainer at Griffith, IN, and Brother Umek's signal maintenance territory extends from Joliet to Matteson, IL. Brothers Todd and Umek are members of Joliet Lodge No. 97.

When Summer Bartholomew, Miss U.S.A. 1975, visited the Elgin, Joliet & Eastern to promote the Will County United Crusade, former Signalman General Chairman James F. Manning, was on hand to greet her. Brother Manning is standing next to Miss U.S.A. at her left.

SEABOARD COAST LINE: **William P. McKellar,** signal maintainer at Jackson, SC, has retired.

BURLINGTON NORTHERN: **Virgil Nickels,** signal foreman at Aurora, IL and a member of Aurora-Galesburg Lodge 103 has retired.

FRISCO: **W. H. McCulley,** signal maintainer at Paola, KS, has retired. Brother McCulley is a member of Frisco Lodge No. 129.

GRAND TRUNK WESTERN: **Lawrence Kern Russell,** signal maintainer at Bellevue, MI and a member of Durand Lodge No. 14 has retired after 48 years of service.

LONG ISLAND: **H. LaGrassa,** signal technician, and **F. Batey,** signal maintainer, have retired. Brothers Batey and LaGrassa are members of Aerial Lodge No. 56.

LOUISVILLE & NASHVILLE: **Paul F. Byrd,** signal maintainer at Louisville, KY, and a member of Lucky Lodge No. 13, has retired. **William E. Boden,** signal-test technician at Terre Haute, IN, and a member of Lodge No. 25, has retired. **William B. Flippen,** lead signal maintainer at Nashville, TN and **Wilson R. Jones,** signal maintainer at Nashville, have retired. Brothers Flippen and Jones are members of Nashville Lodge No. 67. **Bob H. Muellecker,** signalman at Evansville, IN and a member of Nashville Lodge No. 71, has retired. **George L. Sutton,** signal foreman at London, KY and a member of Latonia Lodge No. 176, has retired. **Paul J. Murray,** signalman at Nashville and a member of Birmingham Lodge No. 178 has retired.

SANTA FE: **G. R. Huffman,** signal shop signalman at San Bernardino, CA and a member of Navajo Lodge No. 172, has retired.

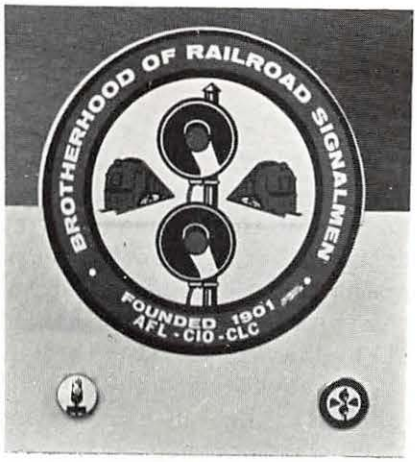
SOUTHERN: **Morgan B. Sandidge,** signalman at Hustonville, KY, and a member of Miller-Griffith Lodge No. 49, has retired.

SOUTHERN PACIFIC: **H. J. Jenkins,** signal maintainer at Fabens, TX and a member of Gulf Coast Lodge No. 99, has retired. **T. J. Ritchie,** signalman at Canyon City, CA has retired. **W. J. Shallies,** signal maintainer at Delano, CA, has retired. Brothers Ritchie and Shallies are members of Los Angeles, Lodge No. 104. **V. M. Radford,** signal maintainer at Watsonville, CA and a member of P.J. Lukes Lodge No. 153, has retired. **J. H. Swain,** signal maintainer at Hayward, CA has retired. Brother Swain is a member of Oakland Lodge No. 92.

UNION PACIFIC: **H. C. Berkey,** signal maintainer at Russell, KS, has retired after 37 years of service. **L. H. Gunderson,** interlocking repairman at Grand Island, NE, has retired after 40 years service. **Chester Hindman,** signal maintainer at Wamsutter, WY, has retired after 23 years of service. Brothers Berkey, Gunderson and Hindman are members of Rock Springs Lodge No. 8.

SEABOARD COAST LINE: **Edgar M. Smith,** signalman at Port Wentworth, GA, and **Joe C. Strickland,** signal maintainer at Woodbine, GA, have retired. Brothers Smith and Strickland are members of Local No. 16.

See Quebec in August



Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" in diameter. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Golf caps with the BofRS emblem in color are available in Medium size with adjustable head band. These lightweight, net caps come in Red, Black or White.

At top is decal with **Master National Agreement Book** below. Green 3-ring binder is 7" by 9" and has 2" diameter rings. Below is **cloth emblem** with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Master National Agreement book has basics

The basic provisions of national agreements negotiated with U.S. railroads and the BofRS are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 21 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S—Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2.

Signalman's training books are available

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

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News from Canada

Railways ask Anti-Inflation Board to rule on wages

The major railroads, including Canadian National and CP Rail, have asked the federal Anti-Inflation Board for assistance on the two-year agreement proposed by Conciliator Emmett Hall concerning wages for railway workers. Hall's proposal provides for an 11% wage increase this year and 8% next year. Also, proposed is a cost-of-living adjustment in 1977 if the inflation rate exceeds 8% in 1976.

Railway unions make their point to conciliation commissioner

The Associated Railway Unions, of which the Brotherhood of Railroad Signalmen is a member, presented a detailed report to The Honourable Emmett M. Hall, Conciliation Commissioner, setting forth the unions' position regarding wages and fringe benefits sought in the current contract dispute. Basically, the unions are seeking an 18% increase plus a COLA (cost of living adjustment) clause. The total breaks down this way: 4.3% for trend increase in national productivity; cost of living 8.7% (to keep pace with living costs as reflected in the consumer price index); and about 4% for minimum catch-up or protection as dictated by the 1973 award. The catch-up or 1973 protection was based upon bringing the railway workers to equity with other workers in Canada. The COLA clause would provide full protection against unanticipated inflation in the event the actual rate of inflation is higher than the anticipated rate inflation. The COLA clause would be applied in the same manner as last year.

The railways have offered a 9.5% wage increase. They claim that anything over that would be counter to the federal government's anti-inflation guidelines, hence illegal.

Railway unions express concern over Canada's future

Canada's unionized railway workers expressed concern over the future of rail transportation, and policies of the federal government, in the annual submission to the Cabinet of the 100,000 member Canadian Railway Labour Association.

On National Transportation Policy. Based on the philosophy of people and national interest first and profits second, the association recommends that where it is in the public interest to do so, railway plant and equipment be nationalized. This to be so done that employment security of all workers will be guaranteed.

On Prairie Branchline Abandonment. Recommendations are made that public hearings before the Canadian Transport Commission be made mandatory on any structural changes in branchlines. The association also says that it unequivocally supports the retention of the Crow's Nest Pass rates, at public and not the railways' expense.

On Rail Safety. While safety at the workplace has improved under supervision of the Canada Department of Labour, the same is not true of safety for railway employees on duty while on trains. The association, therefore, recommends that safety in this area be placed under the Labour Department rather than, as at present, under the direction of the Railway Transport Committee of the Canadian Transport Commission.

On Rail Passenger Service. Charging that transportation policy advisors in the Ministry of Transport have "an obvious anti-rail bias," the association says that "your Government's policy documents . . . placed much emphasis on cash subsidies to rail passenger service, which totalled $112 million in 1973-74. There is no acknowledgement that the railways, unlike all other modes of transport, receive no indirect Government subsidies. They build and maintain their own right-of-way, their own terminals and other buildings, purchase rolling stock and pay for other services. By comparison the airlines, bus companies and shipping firms receive immense indirect financial aid from Government in the form of government-built and operated airports, meteorological and navigational services, road, bridge and dock construction and maintenance, snow clearing, harbour dredging and most other auxiliary requirements.

On STOL Air Transport System. The association in calling the STOL system "the lemon of the decade" says that the use of $181.85 million "of the taxpayers' money to transport high-salaried businessmen and civil servants on expense accounts, between Montreal and Ottawa, is almost unbelievable."

On Energy. The association urges the Government to get away from the high energy-using airplane and to concentrate on modes which will conserve Canada's depleting energy resources.

On Mass Transportation. Systems "which will transport people at rush hour period to and from their employment in a safe and efficient manner" are needed now and "all types of public transportation must be co-ordinated to meet the needs of society . . . ," the brief says.

The Concept of An Arctic Railway. A railway to the North, the

association says, is not only feasible but desirable since it will little disturb the delicate ecological system and will transport goods to and from the Arctic, unlike a pipeline, which is a one-way facility; and it would provide much needed long-term employment for the native peoples.

Unemployment Insurance Act. The association's brief claims that the federal government "has accepted the principle of continued increased unemployment. The burden of financing this increase is being shifted to the Canadian worker. Since unemployment insurance contributions come off all incomes at the same rate, and there is a fairly low ceiling on contributions, the premium increases represent a bigger proportion of the incomes of the lower paid workers, than those on high salaries. . . ."

Health Services. The brief says the government's proposal to unilaterally end federal contributions to hospital and diagnostic services in five years time, is a retrograde and callous step, which will "downgrade the level of health services . . . and will destroy the objective of having a common standard of health care for all Canadians . . ."

On Immigration. "Canadian immigration policies," the association says, "must involve no discrimination by reason of race, colour or religion and consequently must be universally applicable." However, the brief says, CRLA strongly supports the criterion of employment opportunity as being of critical importance. No useful purpose can be served or advantage experienced by the immigrant or the country by adding to the unemployed in Canada . . ." Further, the association says, it is strongly opposed to measures that would restrict movement or freedom of choice of a place to live, by the immigrant.

On Housing. Home ownership and decent shelter will remain out of reach of large numbers of Canadians, CRLA believes, unless the federal government "decides to give housing the priority it deserves and makes a determined effort to solve the underlying causes of the problem which are high interest rates, the exorbitant cost of land due to speculation, long-term co-operative progress with the provinces and legislation making it mandatory for financial institutions to make available funds in sufficient quantity and last, but not least, recognition by your government that adequate shelter is a basic, on-going right of all Canadians."

Anti-inflation law is impractical says Canadian railway unions

In firm support of the stand taken by the Canadian Labour Congress, the 100,000-member Canadian Railway Labour Association in its annual brief to the federal Cabinet, described the Anti-Inflation Law as impractical, inefficient, unfair and inequitable to wage earners, and unjust to Canadians.

The AIB regulations, the association said, destroy free collective bargaining, will reduce Labour's share of the national income and will increase unemployment.

"Our association is convinced that the procedures contained in the Anti-Inflation Bill as exercised by the Anti-Inflation Board and designed to control prices, are impractical and impossible to administer. Furthermore, if by some divine intervention, the Board was successful in supervising the prices of Canadian products, what would be the gain for the wage earner in Canada? Giant corporations and conglomerates, with power to influence prices in the market place, use very complicated accounting procedures. There is no possible way regulations could close the loopholes that would be found by corporations to evade the regulations . . ."

The CRLA brief said that the "social costs of your legislation outweigh the social benefits and . . . your whole program is socially unprofitable.

"Our association sincerely believes that policies oriented towards employment and production would be more appropriate in light of the present unemployment, and would also constitute a more effective way of achieving price stability. We firmly believe that government intervention designed to increase productivity, accompanied by rational policies for the creation of jobs, would generate the proper climate for diverse economic groups which would lead to the establishment of a more just society."

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RS&I

Sec. 236.797 Route, interlocked.
A route within interlocking limits.

Sec. 236.798 Section, dead.
A section of track, either within a track circuit or between two track circuits, the rails of which are not part of a track circuit.

Sec. 236.799 Section, fouling.
The section of track between the switch points and the clearance point in a turnout.

Sec. 236.800 Sheet, locking.
A description in tabular form of the locking operations in an interlocking machine.

Shoe. (Cross Reference: See Receiver, Sec. 236.788)

Sec. 236.801 Shoe, latch.
The casting by means of which the latch rod and the latch block are held to a lever of a mechanical interlocking machine.

Sec. 236.802 Shunt.
A by-path in an electrical circuit.

Sec. 236.802a Siding
An auxiliary track for meeting or passing trains.

Sec. 236.803 Signal, approach.
A roadway signal used to govern the approach to another signal and if operative so controlled that its indication furnishes advance information of the indication of the next signal.

Sec. 236.804 Signal, block.
A roadway signal operated either automatically or manually at the entrance to a block.

Sec. 236.805 Signal, cab.
A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train and used in conjunction with interlocking signals and in conjunction with or in lieu of block signals.

Sec. 236.806 Signal, home.
A roadway signal at the entrance to a route or block to govern trains in entering and using that route or block.

Sec. 236.807 Signal, interlocking.
A roadway signal which governs movements into or within interlocking limits.

Sec. 236.808 Signals, opposing.
Roadway signals which govern movements in opposite directions on the same track.

Sec. 236.809 Signal, slotted mechanical.
A mechanically operated signal with an electromagnetic device inserted in its operating connection to provide a means of controlling the signal electrically, as well as mechanically.

Sec. 236.810 Spectacle, semaphore arm.
That part of a semaphore arm which holds the roundels and to which the blade is fastened.

Sec. 236.811 Speed, medium.
A speed not exceeding 40 miles per hour.

Sec. 236.812 Speed, restricted.
A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Sec. 236.813 Speed, slow.
A speed not exceeding 20 miles per hour.

Sec. 236.814 Station, control.
The place where the control machine of a traffic control system is located.

Sec. 236.815 Stop.
As applied to mechanical locking, a device secured to a locking bar to limit its movement.

Sec. 236.816 Superiority of trains.
The precedence conferred upon one train over other trains by train order or by reason of its class or the direction of its movement.

Sec. 236.817 Switch, electro-pneumatic.
A switch operated by an electro-pneumatic switch-and-lock movement.

Sec. 236.818 Switch, facing point.
A switch, the points of which face traffic approaching in the direction for which the track is signaled.

Sec. 236.819 Switch, hand operated.
A non-interlocked switch which can only be operated manually.

Sec. 236.820 Switch, interlocked.
A switch within the interlocking limits, the control of which is interlocked with other functions of the interlocking.

Sec. 236.821 Switch, sectionalizing.
A switch for disconnecting a section of a power line from the source of energy.

Sec. 236.822 Switch, spring.
A switch equipped with a spring device which forces the points to their original position after being trailed through and holds them under spring compression.

Sec. 236.823 Switch, trailing point.
A switch, the points of which face away from traffic approaching in the direction for which the track is signaled.

Sec. 236.824 System, automatic block signal.
A block signal system wherein the use of each block is governed by an automatic block signal, cab signal, or both.

Sec. 236.825 System, automatic train control.
A system so arranged that its operation will automatically result in the following:

(a) A full service application of the brakes which will continue either until the train is brought to a stop, or, under control of the engineman, its speed is reduced to a predetermined rate.

(b) When operating under a speed restriction, an application of the brakes when the speed of the train exceeds the predetermined rate and which will continue until the speed is reduced to that rate.

Sec. 236.826 System, automatic trainstop.
A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

Sec. 236.827 System, block signal.
A method of governing the movement of trains into or within one or more blocks by block signals or cab signals.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

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Signalman's Worksheet

Automatic block signaling, double direction running

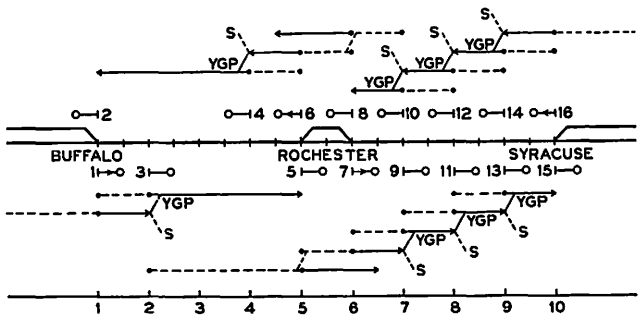


Fig. 303: Diagram of absolute permissive block signal system, showing signal location and controls. Horizontal scale indicates miles.

Train operation on single track

Figure 303 shows, diagrammatically, an arrangement of signals and signal control limits for an absolute permissive block signal system. This system, commonly called APB, provides full-block protection against opposing moves and allows permissive following moves. For purposes of simplifying our example, we shall assume that there is more than twice braking distance between signals 3 and 4 and between signals 9 and 14.

Let us suppose that we have two trains, one at Rochester and one at Syracuse. The predetermined order of their using the track between those points, established by time table or train order, has been overlooked somewhere along the line. They start towards each other, and they arrive at signals 9 and 14 red, with braking distance for both between them. They must have left their respective stations within a matter of seconds of each other. The chances of doing this are very remote, but it could possibly happen, hence our signaling system must protect against it.

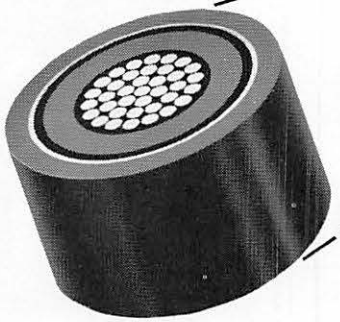
If either train had entered the single track a little ahead of the other, opposing protection would have operated and caused the opposing **absolute** signal 7 or 16 to go to stop. An absolute stop signal can be passed only on permission from the dispatcher, who may be called on the telephone usually located near the signal. In case of a failure of communications, the stop signal may be passed by flagging ahead of a train.

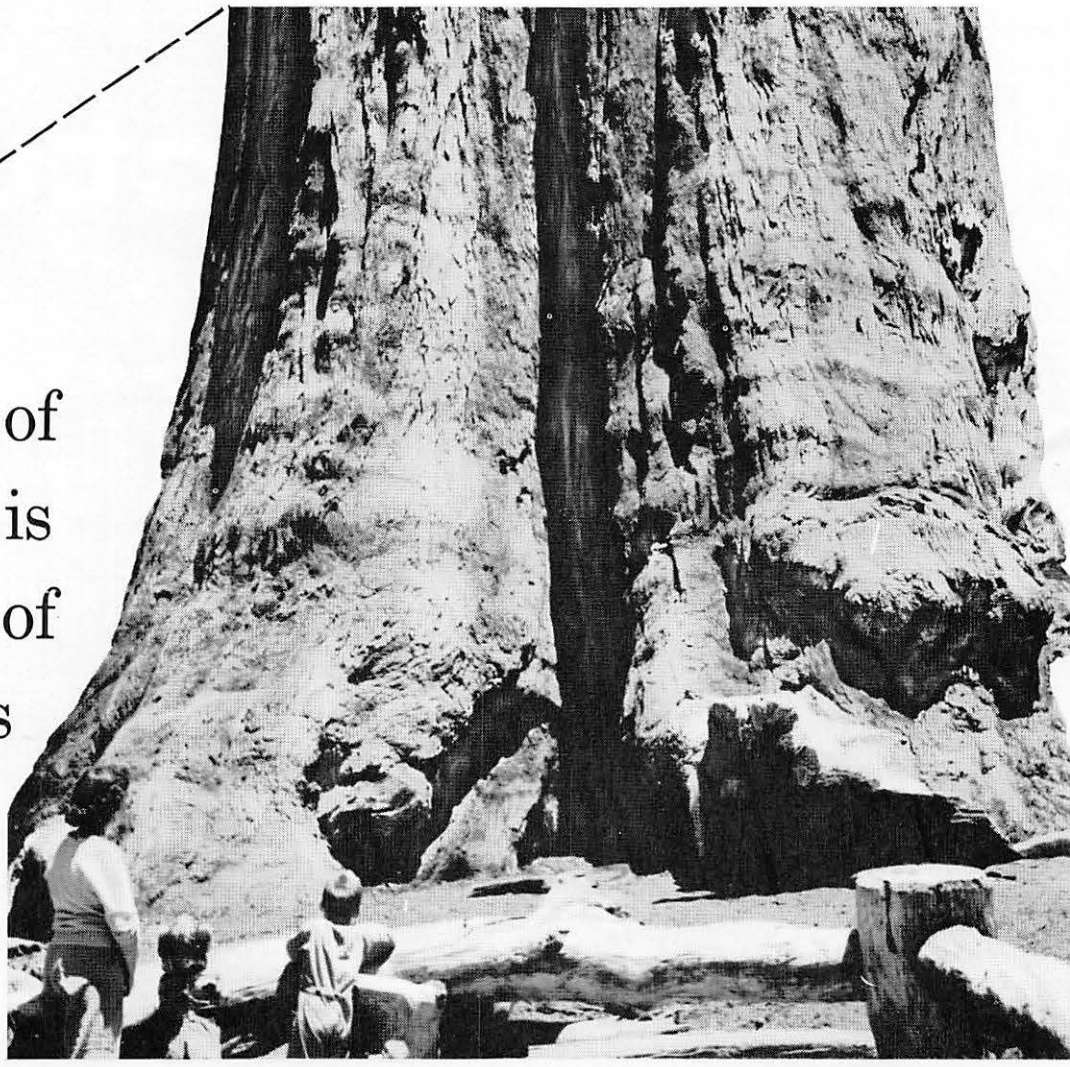
So far we have used signals 7, 9, 14, and 16. Signals 10, 11, 12, and 13 and simply to expedite following moves. Signals 1, 3, 4, and 6 illustrate a minimum of signaling in a similar 4-mile stretch between Buffalo and Rochester. Signals 4 and 3 are permissive signals and may be passed at restricted speed after a stop has been made—no permission or flagging ahead is required. The minimum signaling is sufficient for light traffic, with following trains an hour or more apart. An occasional train will lag, holding its following train at 4 miles for green signals, but no great harm is done. If fleet movements are to be encountered, then we must treat our railroad as shown in Figure 303 between Rochester and Syracuse.

Let us now examine Rochester siding for possibilities permitting a safe meet. The solid lines in Figures 302 and 303 are the same, and the meet is made under the protection of stop-and-proceed signals 5 and 8. But again we should see how the system works as we approach the siding from 3 and 10. If each red signal sent back a single yellow for approach warning, 6 and 7 would be red, 5 and 8 would be yellow, and 3 and 10 green. With such a system, trains accepting signals 3 and 10 green would find 5 and 8 red and would be in no position to do anything but overrun the signals. We, therefore, extend our approach warning system (Figure 303) and say that 3 and 10 shall be yellow, as well as 5 and 8, when 6 and 7 are red. Here we have another new element—**double approach,** or as it is sometimes known, green overlap.

We should mention two special conditions to be met in the application of APB. First, a feature previously considered essential was the use of a stick relay at each absolute signal to cut off the overlap and reduce the double approach to single approach for following trains. It turns out that when traffic gets heavy enough for this feature to be valuable, it is about time for cTc. Second, a problem that is present on every application is lengths of single track with insufficient braking distance between sidings to afford the protection we have shown for simultaneous entry. This is solved by the use of double or even triple approaches.

Information and drawings are furnished by General Railway Signal Company.





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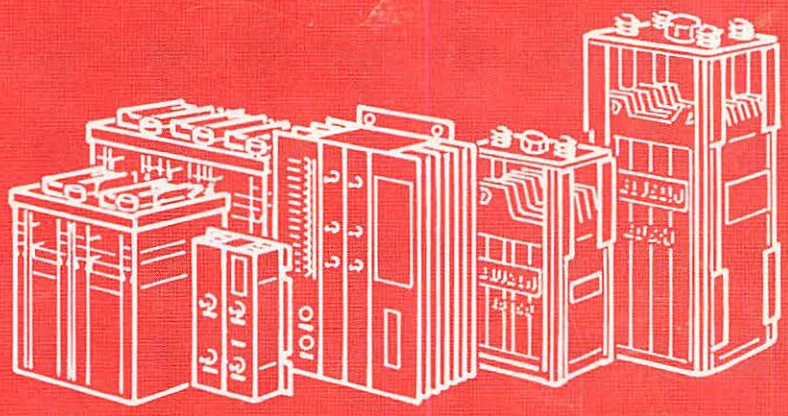

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